



Transportation Improvement Board  
July 22-23, 2004 – Chelan, Washington  
Location: Oxford Suites  
15015 East Indiana Avenue, Spokane Valley, WA 99216  
509-847-1000

July 22, 2004  
WORK SESSION AGENDA

WORK SESSION		Page
<i>Sidewalk Deviation Requests</i>		
2:00 PM	A. City of Lacey: Yelm Hwy – College St. – Ruddell Rd.	Omar Mehyar 43
2:30 PM	B. City of Sumner: West Valley/Valley Ave.	Omar Mehyar 50
<i>Increase/Scope Change Request</i>		
3:00 PM	C. City of Arlington: 172 <sup>nd</sup> Street (SR-531)	Omar Mehyar 56
<i>Program &amp; Policy Issues/General Matters</i>		
3:30 PM	E. Spokane SR-290 RJT Preliminary Finding	Bob Moorhead 62
3:45 PM	F. 2005 Meeting Schedule Adoption	Steve Gorcester 65
3:50 PM	G. IRS Travel Ruling	Rich Struna 1
4:15 PM	BREAK	
4:30 PM	H. Bicycle & Pedestrian Facilities	Steve Gorcester/Arnie Tomac 2
4:45 PM	I. Legislative Agenda	Steve Gorcester 4
5:30 PM	J. Executive Session Briefing	Chair Ganley

Dinner (*on your own*)



Transportation Improvement Board  
July 22-23, 2004 – Chelan, Washington  
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July 23, 2004 – 9:00 AM  
BOARD AGENDA

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1.	CALL TO ORDER	Chair Ganley
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3.	GENERAL MATTERS	
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	2. Couplet finds support – <i>Spokesman-Review</i>	14
	3. Improvements planned for city “gateway” – <i>Lake Chelan Mirror</i>	15
	4. Judge orders railroad work to stop – <i>Tri-City Herald.com</i>	16
	5. Work starts to realign Highway 99 – <i>The Reflector</i>	17
	6. Plans emerge for a people-friendly West Main St. – <i>The Daily News</i>	18
	7. BBCC builds a parkway to the future – <i>Columbia-Basin Herald Online</i>	20
	8. 172 <sup>nd</sup> bids come in \$2 million over budget – <i>The Arlington Times</i>	22
	9. New road will link Kent Valley to I-5 – <i>Seattle PI</i>	24
	10. Work to begin on Burdin Blvd. – <i>The Star of Grand Coulee</i>	25
	11. Articles RE Arlington bridge at 172 <sup>nd</sup> Street – <i>HeraldNet</i>	26
4.	LOCAL PRESENTATIONS	Omar Mehyar
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	1. City of Lacey: Yelm Hwy-College St.-Ruddell Rd.	Omar Mehyar 43
	2. City of Sumner: West Valley/Valley Hwy	Omar Mehyar 50
B.	Increase/Scope Change Request	
	1. City of Arlington: 172 <sup>nd</sup> St. (SR-531)	Omar Mehyar 56
C.	Spokane SR-290 RJT Request	Bob Moorhead 62
D.	2005 Meeting Schedule Adoption	Steve Gorcester 65
7.	FUTURE MEETINGS	
	September 16-17, 2004 – Grandview	
	November 18-19, 2004 – SeaTac	
8.	EXECUTIVE SESSION	Rich Struna
9.	ADJOURNMENT	



## **Internal Revenue Service (IRS) Travel Ruling**

July 22, 2004

### **BACKGROUND**

TIB staff has been informed by the Office of Financial Management (OFM) of a recent change in the interpretation of IRS tax rules and its effects on the reimbursement of Board member travel expenses. Currently, Board members are reimbursed using a classification system established by OFM. Under the classification system, Board members are reimbursed the daily per diem rate for each day or portion thereof spent to conduct board business. Historically, travel expenses reimbursed under this option do not meet the requirements of an accountable plan as defined by the Internal Revenue Service and are subject to federal income taxes. As a result, Board members who accumulate more than \$600 per calendar year in reimbursements for non-overnight travel will receive an IRS form 1099.

A recent interpretation of IRS rules requires Board members to be classified as either a public or non-public officer to determine the applicability of all employment taxes (W-2) or reporting for income tax purposes (1099) when reimbursed non-accountable (taxable) travel expenses. The Office of Financial Management has requested that the Attorney General's Office provide legal guidance on the placement of Board members in the different categories. This classification determines the taxability of non-accountable travel expenses.

### **RECOMMENDATION**

Until the Attorney General's Office provides legal guidance, and prior to the start of the next calendar year, TIB and OFM staff recommend continuing the current travel reimbursement and reporting practice. If Board members are classified as public officers, based on guidance from the Attorney General's Office, the Board will be required to adopt the "accountable plan," under which Board members will be reimbursed allowable meal and lodging expenses on the same basis, and under the same regulations, as regular state officials and employees.

If the Attorney General's Office does not reach a decision by the January 2005 Board meeting, staff recommends that the Board voluntarily adopt the accountable plan. If the Attorney General's Office determines that Board members are public officers and Board members were reimbursed travel expenses under a non-accountable plan, the agency could face an IRS audit finding and associated penalties underpayment of social security taxes and under withholding of federal income taxes for calendar year 2005.



State of Washington

Transportation Improvement Board

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## **Bicycle and Pedestrian Facilities**

July 22, 2004

### **BACKGROUND**

The Transportation Improvement Board recognizes the value and benefit of non-motorized travel to the transportation system. Walking and bicycling are economical and beneficial to the environment and personal wellness. A diverse transportation system supports a healthy urban environment and encourages orderly development to appropriate densities under the Growth Management Act. The TIB supports non-motorized travel with standards that require sidewalks and using criteria that encourages the construction of bicycle facilities. TIB programs provide funding for pedestrian and bicycle facilities incorporated into road projects.

In the early 1970s, the Transportation Improvement Board's predecessor agency, the Urban Arterial Board, worked with the legislature to include bicycle lanes and sidewalks in funded projects. In 1974, the Washington Legislature, in RCW 47.26.300 declared:

"The state of Washington is confronted with emergency shortages of energy sources utilized for the transportation of its citizens and must seek alternative methods of providing public mobility.

Bicycles are suitable for many transportation purposes, and are pollution-free in addition to using a minimal amount of resources and energy. However, the increased use of bicycles for both transportation and recreation has led to an increase in both fatal and nonfatal injuries to bicyclists.

The legislature therefore finds that the establishment, improvement, and upgrading of bicycle routes is necessary to promote public mobility, conserve energy, and provide for the safety of the bicycling and motoring public."

In 1994, the Legislature added the following direction to TIB's statutes:

"Bicycle routes shall, when established in accordance with RCW 47.06.100 be eligible for establishment, improvement, and upgrading with board funds. The board shall adopt rules and procedures that will encourage the development of a system of bicycle routes within counties, cities, and towns."

### **STATUS**

The construction of pedestrian and bicycle facilities is most often undertaken as a part of a roadway improvement or as part of a new development. At the local level, the most common methods of funding such facilities are with state and federal grant funds as part of roadway reconstruction projects or construction with state and/or federal grant funds as stand-alone sidewalk projects. There are set-asides specifically for pedestrian facilities funded through the Urban and Small City components of the Pedestrian Safety and Mobility Program. With a combined annual program size ranging between \$2-3 million, the PSMP is the state's largest program making investments in pedestrian facilities. In recent years, the legislature has provided funding for pedestrian facilities



through the Traffic Safety Near Schools program and with federal funds through the TEA-21 Enhancement program.

Efforts to estimate investments in pedestrian and sidewalk facilities that are components of full-scale street improvement projects are problematic. Major project costs for storm drainage, signalization, illumination, and the like are not significantly changed by the addition of sidewalks or bicycle lanes. Instead of using a "percentage of total costs" as an estimating tool, it may be appropriate to base the estimated value of investments in sidewalks and bicycle lanes on the incremental costs incurred. The following chart shows estimates of TIB's investment in bicycle and pedestrian facilities since 1983. The costs shown represent the costs to build the facility. Costs for right of way are not in the estimate.

Since 1983	Bicycle		Pedestrian	
	Miles	TIB Funds	Miles	TIB Funds
Urban (AIP/TPP)	217	\$28 M	1,086	\$299 M
SCP	12	\$1 M	80	\$22 M
PSMP	0	\$0 M	144	\$40 M
<b>TOTAL</b>	<b>229</b>	<b>\$30 M</b>	<b>1,310</b>	<b>\$360 M</b>

The Board has adopted the following requirements for bicycle and pedestrian facilities:

- Sidewalks are required on both sides of urban roadway projects and on at least one side for Small City and Pedestrian Safety and Mobility projects
- Sidewalks must be compliant with the Americans with Disabilities Act (ADA) and have a five-foot unobstructed minimum width of concrete or asphalt to provide a continuous smooth surface separated from travel lanes
- Projects with bike lanes must be consistent with the local agency's adopted bike plan and constructed in accordance with definitions, criteria, and design standards shown in Chapter 1020 of the Washington Department of Transportation Design Manual.

#### **RECOMMENDATION**

- As part of the FY 2006 criteria evaluation, review the criteria that encourage pedestrian and bicycle facilities
- Review the Executive Director's delegated authority for sidewalk deviations such as:
  - Separated pathways
  - Combined pedestrian and bicycle facilities
- Look for opportunities to increase funding for pedestrian facilities
- Consider requesting establishment of a bicycle facility program



## Legislative Agenda

July 22, 2004

### BACKGROUND

The 2003 Legislature passed a five-cent increase in the motor vehicle fuel tax (commonly called the "Nickel Package"). The Nickel Package focused money on highways of statewide significance. The improvements to the state highway system will have a positive impact on state and local transportation systems. In addition, nickel projects reduced the pressure on TIB funding as evidenced by lower competition from highway projects in the 2005 grant cycle.

However, city and county transportation needs were not funded. A complete transportation program must consider the needs of the entire system. Improving the highway system without corresponding local projects can relocate the chokepoints into communities that cannot afford to make the necessary improvements.

State funding boards play an important role in the ability of local governments to fully fund and implement transportation projects. The high cost of transportation infrastructure demands a range of funding options to assemble a complete funding package. State grant and loan programs should work in concert with the WSDOT Nickel Package improvements.

In the 2004 Legislative Session, TIB will support a comprehensive package of new law revenue programs that support our local communities. This package includes:

#### TIB Programs for Board Consideration

- **TIB Urban Corridors Program:** \$15 million per year in new law funding for expanding the existing Transportation Partnership Program with multi-year investments for the completion of major urban arterial corridors.
- **TIB Small City Newstreets Program:** \$5 million per year in new law funding for implementation of the Small City Newstreets Program. Full funding of Newstreets paving projects will allow implementation of a "menu driven" TIB approach in small cities, which draws from all three programs to provide a slate of reconstruction, maintenance and sidewalk projects in a single initiative.
- **TIB Transit Capital Program:** \$25 million per year to reactivate TIB's Public Transportation Systems Program which was suspended after repeal of the motor vehicle excise tax.
- **TIB Bicycle Facilities Program:** \$3 million per year to expand the Pedestrian Safety and Mobility Program to include investments in bicycle facilities. Improvements will focus on establishing a system of interconnected bicycle facilities on and between the arterial system.

### Other Agencies

- **CRAB County Arterial Program:** \$14 million a year to keep pace with needs and address roadway deterioration on county roads.
- **FMSIB Freight Program:** \$25 million per year in new revenue to fund FMSIB freight projects.

### **DETAILS OF TIB'S 2005-07 LEGISLATIVE REQUEST**

#### Urban Corridor Program

TIB is seeking additional funding for the completion of major urban arterial corridors. Preference will be given to those projects that provide complete corridor-wide improvements that have local and private financial support, connect developing centers and are ready for construction. TIB will manage the state's arterial corridor investment over the life of the improvement rather than just one small segment at a time. Through this approach, TIB expects to attract more local, federal and private funding while delivering the completed project more quickly and with lower inflationary cost. Following are examples of potential corridors that could be completed:

<b>Examples of Projects that could be funded by the Urban Corridor Completion Program</b>	<b>Number of Remaining Segments*</b>	<b>Estimated Total Project Cost*</b>
Clark County – Andresen Road	2	\$15 million
Kent - 228 <sup>th</sup> Street	2	\$50 million
King Co. - SR 99	2	\$30 million
Spokane/Spokane Co. – Bigelow Gulch/Forker Road	3	\$20 million
Pierce County – Canyon Road Corridor	3	\$35 million
Vancouver – 18 <sup>th</sup> Street	6	\$70 million

\* - Information was provided by the local agency

#### ***Benefits:***

- *For each ½ cent of additional revenue dedicated to this new program, about \$15 million will be available annually to provide on-going funding for these major arterial corridor projects.*
- *Targets those projects that complete existing multi-phased investments*
- *Funds larger projects that require \$5 to \$15 million over five to seven years and will complete 1 to 2 miles of arterial improvements.*
- *Addresses the concern from the Legislature that the state is not funding large and significant projects.*

*Issues:*

- *Identifying corridors of statewide/regional significance*
- *Ensuring sufficient local financing exists*
- *Approach existing TIB projects from a corridor-wide perspective*
- *Prioritization*
- *Capital financing options*

Small City Program Development

TIB is requesting additional ongoing funds for the Small City Newstreets Program. Small cities have few resources for transportation projects and the Newstreets program would provide needed financial resources to a group of currently unfunded maintenance projects.

Funding for the program is necessary because it provides the missing tool, that when added to existing programs, would allow the TIB to make deliver a comprehensive package of improvements to a small city's roadway system. The staff is developing a concept in which a team of transportation representatives would evaluate and rate a complete slate of transportation needs for a small city. Once assessed, a city would qualify for a combination of high priority projects from TIB's reconstruction, maintenance and sidewalk programs. TIB expects to save money and improve program delivery to small cities compared to the piece-meal approach of delivering one small grant project at a time.

*Benefits:*

- *Effective use of state resources*
  - *Use economy of scale to reduce the cost of maintaining small city roadways.*
  - *Cost to maintain a roadway are significantly less than for reconstruction*
- *Improved cooperation between state and local agencies*

*Issues:*

- *Prioritizing projects at the statewide, regional, and local levels*
- *The small city's ability to deal with traffic disruptions created by large scale construction projects*
- *Coordination of public and private underground utility upgrades (water, sanitary sewer, storm drainage, electric, telephone, fiber optic, and cable TV)*
- *Coordination with railroad crossing upgrades*
- *Short construction season in some communities*

Reactivation of the Transit Capital Program

The state's Transportation Funding Act of 1990 established the Public Transportation Systems Program (originally administered by the Multimodal Transportation Programs and Project Selection Committee). The passage of Initiative 695 eliminated the funding source for the account and the program was suspended. Before suspending the program, fifty-seven projects were funded for a

total state transit contribution of \$36.5 million, leveraging \$195.0 million in local funds.

- Funds were allocated to transit agencies for:
  - Development of capital projects,
  - Development of HOV lanes and related facilities,
  - Other public transportation system-related roadway projects on state highways, county roads, or city streets, and

*Benefits:*

- *Addresses state's public transportation needs through a prioritization process*
- *Potential for the state to leverage local and federal funds*

Bicycle Facilities Program

At the local level, the construction of bicycle facilities is most often undertaken as a part of a roadway improvement or as part of a new construction. The most common methods of funding such facilities are with state and federal grant funds. This approach to building bicycle facilities has created a fragmented system of bicycle facilities. This program will focus on funding that establishes a system of interconnected bicycle facilities.

*Benefits:*

- Provides a dedicated state funding source for bicycle capital facilities
- Promotes projects that interconnect existing facilities
- Improves bicycle safety by providing adequate infrastructure

**Transportation Improvement Board  
May 21, 2004  
Best Western Lakeside Lodge  
Chelan, Washington**

**MINUTES**

**PRESENT**

**TIB BOARD MEMBERS**

Councilmember Bill Ganley, Chair  
Commissioner Leo Bowman, Vice Chair  
Mr. John Akers  
Mr. Tom Ballard  
Councilmember Jeanne Burbidge  
Ms. Kathleen Davis  
Mr. Dan DiGuilio  
Councilmember Neil McClure

Councilmember Rob McKenna  
Mr. Dick McKinley  
Mr. Dave Nelson  
Commissioner Mike Shelton  
Mr. Arnold Tomac  
Mr. Jay Weber  
Mr. Theo Yu  
Ms. Kim Zentz

**TIB STAFF**

Steve Gorcester  
Rich Struna  
Omar Mehیار  
Bob Moorhead  
Eileen Bushman/recorder

**TIB BOARD MEMBERS NOT PRESENT**

Ms. Bonnie Berk              Ms. Paula Hammond  
Mr. George Cress            Mr. Dave O'Connell

**CALL TO ORDER**

Chair Ganley called the meeting to order at 9:02 AM. He introduced new board members, Federal Way Councilmember Jeanne Burbidge and Yakima Councilmember Neil McClure. Dwane Van Epps, Chelan Public Works Director, and Chelan Mayor Jay Witherbee were also introduced. Mayor Witherbee welcomed the Board to Chelan, and briefly remarked about the City and the Newstreets paving project slated for Chelan in 2005.

**GENERAL MATTERS**

**A. Approval of January 23, 2004 Minutes**

**MOTION:** It was moved by Vice Chair Bowman with a second by Ms. Zentz to approve the minutes of the January 23, 2004 Board meeting as printed. Motion carried unanimously.

- B. Communications** -- Steve Gorcester referred the Board to the communications section in the Board packet, specifically noting several articles in *The Star of Grand Coulee* regarding Burdin Boulevard. He also mentioned the Benton County Intertie project in the *TriCity Herald*.

**NON-ACTION ITEMS**

**A. Chair's Report to the Board**

Chair Ganley introduced David Stalheim, Planning Director for the City of Wenatchee, as the TIB's newest Board member who officially begins his term on July 1, 2004.

Chair Ganley reported that letters have been sent to the respective nominating associations for the Board reappointment requests for himself and Vice Chair Bowman. The reappointments should be official by the July Board meeting.

Mr. Dan DiGuilio and Mr. Tom Ballard were honored with the presentation of plaques for their dedication to the Board and their commitment to transportation issues throughout the state. This was the last Board meeting for both of them, and Chair Ganley thanked them for their service.

**B. Executive Director's Report to the Board**

Steve Gorcester provided a brief report to the Board on the following projects:

- Wine Country Road (Prosser) – TIB will provide up to an additional \$400,000 in matching funds with priority placed on obtaining additional federal funding

- Coal Creek Parkway (Newcastle) – without interfering with the progress or integrity of projects, money has been transferred from three different projects in Snohomish County to fund a \$460,000 increase in the Coal Creek Parkway Phase 1 project
- Burdin Boulevard (Grand Coulee) – after several community meetings with a concerned property owner, a compromise was reached to continue a controversial sidewalk project
- Harvard Road (Liberty Lake) – TIB staff continues to work with this agency to secure funding to complete the I-90 pedestrian bridge project
- Sultan Basin Road (Sultan) – TIB staff offered the city a “stripped down” project and are currently working with Congressman Larsen for federal funds to help with this project
- Main Street (Ferndale) – An increase of \$600,000 was previously approved, but city may need additional funds with the request brought before the Board at a later date
- Olympic Boulevard (Lynnwood) – city is requesting additional help, but the funding is not available

**Project Inventory** – Steve Gorcester reported that the project inventory has gone from 900 projects to 550 projects. Due to this drop, it is necessary to undergo a Reduction in Force with the engineering staff. Each project engineer can optimally manage approximately 100 projects, requiring only five engineers to be on staff at this time. Fred Brower, who services southeast Washington will be leaving at the end of June.

**TIB Academy** – TIB offered a new project management training this year, which focused on the project administration process once a project was funded. It was highly rated by the 300 attendees, and will be offered each year. Steve Gorcester thanked Gloria Bennett and Greg Armstrong for the development and training of this workshop.

**Economic Study and Strategic Plan** – Steve Gorcester distributed an updated strategic plan and noted that our performance measures go hand-in-hand with an economic assessment. Staff is considering the possibility of contracting with an outside firm to assist with the integration of economic measurements and performance measurements.

**9<sup>th</sup> National Conference Presentation** – Steve Gorcester announced that he has been invited to present a paper at the 9<sup>th</sup> National Conference on Transportation Planning for Small and Medium-Sized Cities in September in Colorado Springs.

**Recent TIB Tours** – Steve Gorcester reported on two recent tours taken by TIB staff of major projects under construction. Bob Moorhead took a tour of the Monroe Street Bridge in Spokane and provided a brief review of his tour. Steve Gorcester and Commissioner Bowman toured the Benton County Intertie project and reported to the Board on the progress and scope of that project.

**Project Events** – The following project events were highlighted:

**Upcoming Events**

- May 27 – Clark County’s Highway 99 Alignment groundbreaking
- June 10 – Town of La Conner’s Morris Street ribbon cutting
- June 11 – City of Sequim’s Downtown Revitalization ribbon cutting
- June 23 – City of Normandy Park’s First Avenue South ribbon cutting

**Past Events**

- Maple Valley – Maple Valley Highway (ribbon cutting)
- Olympia – 4<sup>th</sup> Avenue Bridge Corridor (grand opening)
- Pierce County – Spanaway Loop Road Extension (groundbreaking)

**C. Financial Status**

Rich Struna reported that the UATA balance is \$6.8 million with a total of \$39.9 million in expenditures. The account balance for the TIA is \$12.1 million with \$30.7 million in expenditures. Bond sales totaling \$10 million were added to this account, with \$13.9 million in bond authority remaining. Expenditures for the first 10 months of the biennium in the administrative expense fund were \$1.2 million.

**D. Project Activity Report (3/1/04-4/30/04)**

Steve Gorcester reported that there was a net reduction in the AIP demand of \$1.6 million due to a \$760,000 reduction for the 76<sup>th</sup> Street project in Clark County. The TPP had a net reduction of \$35,000. Project activities for this reporting period resulted in a net reduction of \$1.8 million in TIB commitments, which reflects the continuing effort toward financial recovery.

**ACTION ITEMS**

**A. Sidewalk Deviation Request**

**City of Pullman: North Fairway Road** – The City of Pullman requested a sidewalk deviation to construct a 10 to 12-foot multiuse asphalt path on one side only. This path would be utilized throughout the WSU campus and would allow for separation of pedestrian and bicycle traffic from vehicular traffic.

**MOTION:** It was moved by Mr. McKinley with a second from Councilmember McKenna to approve a sidewalk deviation to construct a 10-foot to 12-foot multiuse asphalt path on one side only. Motion carried unanimously.

**B. Program Development Recommendations**

**Allocation (Emergency WAC Revision)** – At the January Board meeting, data were presented showing that the current allocation methodologies used to distribute funds to TIB's three urban programs could be modified to use one methodology for all programs. Staff recommends using population and functionally classified roadway miles to determine the funding distribution to a region, with the additional flexibility to adjust a region's allocation by up to five percent to fully fund a project. Every five years, regional distributions will be reviewed to compensate for changes in project participation.

**MOTION:** It was moved by Commissioner Shelton with a second from Vice Chair Bowman to adopt emergency WAC language as presented (WAC 479-12-430, WAC 479-14-130, WAC 479-12-130), which adjusts the regional allocation for the FY 2006 urban programs. Motion carried unanimously.

At the 2004 November Board meeting, staff will report the impacts of the new adopted allocation methodology to the Board.

**Graduated Match for TPP (Emergency WAC Revision)** – This item was tabled to a later meeting to allow time to obtain additional information.

**Small City Program: Safety Criteria Revision** - The cost/benefit ratio for Small City Program applications that include Accident History currently use the same procedure as the urban accident analysis. The cost/benefit ratio indicates the number of years in benefit that it takes to pay back the project cost. Ratios of less than 25 receive up to 10 points. Because the number of reported accidents in small cities is low in comparison to their project cost, applications rarely receive Accident History points. Amending the assessment of Accident History to assign points based on the number of and severity of the incident would allow projects with documented accident experience to receive points for correctable incidents. The proposed point assignment is a) 1 point per occurrence for property damage only, b) 3 points per injury, c) 10 points per fatality.

**MOTION:** It was moved by Mr. McKinley with a second from Ms. Davis to amend the assessment of "Accident History," assigning points based on the number of and severity of the incident as presented. Motion carried unanimously.



- C. **Program Size/Schedule (Preliminary)** - Steve Gorcester presented the FY 2006 program size and program schedule to the Board. The projected appropriation balances and cash flow demands will permit a call for projects in each of the major funding programs.

The recommended program size is:

- |   |                     |
|---|---------------------|
| • Arterial Improvement Program:         | \$20-\$25 million   |
| • Pedestrian Safety & Mobility Program: | \$2.0-3.0 million   |
| • Small City Program:                   | \$5.0-\$7.5 million |
| • Transportation Partnership Program:   | \$25-30 million     |

**MOTION:** It was moved by Mr. Nelson with a second from Vice Chair Bowman to adopt the FY 2006 Program Size as listed above. Motion carried unanimously.

The recommended program schedule is:

- |   |                           |
|---|---------------------------|
| • Call for Projects Announced             | June 1, 2004              |
| • Funding Workshops Presented             | June 7-17, 2004           |
| • Applications Received or Postmarked     | August 31, 2004           |
| • Application Evaluations & Field Reviews | September – October, 2004 |
| • Board Selection of Projects             | November 19, 2004         |

**MOTION:** It was moved by Commissioner Shelton with a second from Councilmember Burbidge to adopt the FY 2006 Program Schedule as listed above. Motion carried unanimously.

- D. **Program Redistribution** – TIB staff contacted the AG's office and OFM to determine if project contracts could be reissued under a different program. Once agreed upon by the AG's office and OFM, the TIB engineering staff reviewed all funded projects and identified those that would benefit from having their contracts reissued under one program, rather than two programs. Projects were selected for their competitiveness in both urban programs and whether they were connected to a project funded from the TPP program. In order to save costs associated with managing and awarding contracts funded by different TIB programs, seven AIP projects were recommended to be re-issued for funding by the TPP.

**MOTION:** It was moved by Vice Chair Bowman with a second from Mr. Nelson to approve re-issuing the following AIP grants for funding through the TPP:

- Lynnwood: 176th St SW (8-1-140(017)-1)
- Mountlake Terrace: 220th St SW (8-1-141(006)-1)
- Pierce Co: Spanaway Loop Rd Extension (8-1-027(061)-1)
- Seattle: 35th Ave NE/NE 65th St/NE 75th St (8-1-101-(146)-1)
- Spokane: Freya St (8-3-165(076)-1)
- Vancouver: Burton Road 2 (8-5-184(032)-1)
- Vancouver: NE 28th St (Burton Rd 3) (8-5-184(034)-1)

Motion carried unanimously.

Mr. McKinley, Mr. DiGuilio, and Chair Ganley expressed their appreciation to the staff for their thorough research on this issue, and their efforts to help bring the TIA and the UATA into balance.

- E. **Small City Engineering Policy Revision** - Small City Program (SCP) projects usually cost less than \$500,000, and Small City Pedestrian Safety & Mobility Program (SCPSMP) projects usually less than \$100,000. When the engineering costs are limited to 25 percent of contract cost, as in the urban programs, small cities have difficulty in negotiating a contract with a consultant. To address this issue, the Board previously authorized the Director to approve eligible engineering costs up to a specified contract amount. This current policy does not address the issue of an agency receiving construction bids lower than the engineer's estimate. Since low construction bids decrease the TIB-eligible amount for engineering, this often leaves small cities responsible for a larger percentage of the cost of the project than they expected. Amending this current policy to address changes in contract cost will relieve small cities of additional

financial burden caused by non-eligible engineering. It was recommended that the Board authorize the Director to approve exceptions to the twenty-five percent limit on a case-by-case basis, and that an annual report on the exceptions to the small city engineering limits would be made available to the Board. Criteria for considering an exception include: 1) project complexity, 2) unanticipated conditions, and 3) unusually favorable bids.

**MOTION:** It was moved by Councilmember McClure with a second from Mr. Nelson to amend the language to the *Delegation of Authority to the Director (Small City Program)* as presented. Motion carried unanimously.

- F. Spokane SR-290 RJT Request** - The City of Spokane is requesting the transfer of the westerly 0.74-mile segment of SR 290 from SR 2/395 (Division Street) to Hamilton Street (SR 290 Spur), from the Washington State Department of Transportation (WSDOT) jurisdiction to the City of Spokane. WSDOT supports this transfer request. Written comments from affected agencies and the public concerning this transfer were to be submitted to the TIB by May 7, 2004. Other than the initial request from Spokane and the letter of support for this request from WSDOT, no additional comments were submitted. Based on the lack of opposition to this request, a public meeting does not appear to be necessary.

**MOTION:** It was moved by Ms. Zentz with a second from Ms. Davis for the Board, acting as a committee of the whole, to accept the City of Spokane's route jurisdiction transfer request, with action being taken on the preliminary findings at the July Board meeting. Motion carried with one abstention from Mr. Yu.

- G. City of Chelan Paving Request** – There is an opportunity to work with WSDOT to extend the SR-97A overlay project in Chelan. Initially, the overlay included about one-half mile of Woodin Avenue and one block of Columbia Street. However, TIB staff met with the City of Chelan earlier today and it was determined that the best improvements could be made by overlaying Woodin Avenue and Chelan Avenue.

**MOTION:** It was moved by Commissioner Shelton with a second from Mr. DiGuilio to approve selection of Chelan's Woodin Avenue and Chelan Avenue as a 2005 Newstreets project, with an estimated TIB cost of \$200,000. Motion carried unanimously.

It was noted by Mr. DiGuilio that the Newstreets concept is an excellent idea, and the coordination between TIB and WSDOT saves the state money.

- H. Board Meeting Schedule Revision** – Action was taken at the July 25, 2003 Board meeting to approve the meeting schedule for the 2004 calendar year. The Executive Director has been invited to speak about Newstreets at a Transportation Research Board national conference on small cities. The timing conflicts with the planned September meeting. A lodging conflict has also resulted in a proposed change of location for the November meeting.

**MOTION:** It was moved by Mr. Ballard with a second from Mr. DiGuilio to approve the following revisions to the 2004 Board Meeting Schedule:

- September meeting to be held on September 16-17, 2004
- November 18-19, 2004 meeting to be held in SeaTac

Motion carried unanimously.

#### **FUTURE MEETING**

The next Board meeting is scheduled to meet in Spokane Valley on July 22-23, 2004. A meeting notice regarding the July meeting will be sent out on July 2, 2004.

#### **ADJOURNMENT**

The meeting adjourned at 10:28 AM.

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# VOICE of the Valley

36TH YEAR, NUMBER 20  
MAPLE VALLEY, WASHINGTON  
TUESDAY, MAY 18, 2004

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Ravensdale



**CELEBRATING THE completion of the Maple Valley "Gateway" during a ribbon cutting ceremony were: (L-R) TIB Executive Director Steve Goucester; Council members Noel Gerken, Victoria Laise Jonas, Dave Pilgrim, Linda Johnson, Mayor Laure Iddings; and Susan Sanderson, Capital Projects Manager for the City of Maple Valley. (See story on page 11)**

## Maple Valley celebrates completion of the City "Gateway"

By Kathleen Kear

The City of Maple Valley celebrated its second ribbon cutting ceremony within a three week period at its most recent ceremony taking place on Monday, May 10.

The final stage of a three stage process in creating the "Maple Valley Gateway" has been completed. Not only are cars able to freely move in and out of the City through the "Gateway", but so also can bicycles and pedestrians. This third and newest stage of the project comes complete with a retaining wall, handrails, sidewalks, new street lighting, landscaping, bike lanes, pavement overlay and median.

With great enthusiasm, Mayor Laure Iddings said, "Work on the Wax to Witte project started in September 2003 - and is being completed under budget!"

The three-phase project to improve Maple Valley Highway from S.E. 231<sup>st</sup> to Witte Road S.E. began in 2000 and was accomplished through a series of partnerships. Major partners joining the City of Maple Valley were the Washington State Transportation Improvement Board (TIB), the Washington State Department of Transportation (WSDOT), and Polygon Northwest. The TIB paid approximately 60 percent of the phase that was just completed, which had a total cost of about \$1.3 million. Key individuals recognized for their special efforts were Don Neil from Westwater Construction, Nandez Miller from the engineering firm KPG, Pam Gunderson from WSDOT, and Susan Sanderson the City's capital project manager.

Prior to the ribbon-cutting ceremony, TIB Executive Director Steve Goucester presented a beautiful wood plaque in the shape of the state of Washington to Mayor Iddings for the City of Maple Valley. Printed on the plaque is the follow-

ing: "In recognition of our successful partnership in completing Maple Valley Highway (SR-169) May 10, 2004. Grant funding provided by: The Washington State Transportation Improvement Board - With the support of your 5th District State Legislators - Senator Cheryl Pflug, Representative Glenn Anderson, Representative Jay Rodne."

"This ribbon cutting marks the opening of a common dream that our City Council has had of having a functional and pleasant entry into Maple Valley," said Mayor Iddings. "While it makes the intersections at 231<sup>st</sup>, Wax and Witte roads more efficient, it also moves forward our plans for allowing people to walk or bike to some of the key business areas in Maple Valley."

The next major capital improvement project to be completed will be reconstruction of Witte Road between S.E. 240<sup>th</sup> and S.E. 244<sup>th</sup> near Lake Wilderness Elementary. This will be the first of many phases of improvement along that corridor. When that project is completed in June, Maple Valley will have completed three major transportation improvements in as many months: Maple Valley Highway Phase III, the S.E. 263<sup>rd</sup> Street Bridge, and Witte Road Phase I.

Transportation projects that are being engineered currently and either should be underway or completed in 2005 include the reconstruction of the Four Corners intersection, a new signal at Maple Valley Highway and S.E. 264<sup>th</sup> (near Motoplex), and the reconstruction of the intersection of Kent-Kangley and 228<sup>th</sup> Avenue S.E.

"City Hall staff is enormously pleased that we are now in a traditional annual cycle of engineering and constructing new transportation projects. Given sufficient revenues, we should see some new projects every year, with each new one

building on the benefits of the last," said City Manager John Starbard.

Major capital improvement projects take years. The ideas for most of them come from the City's comprehensive plan. Selected projects are then funded over a multiyear period in the City's capital budget. The first important step once funding is allocated is often to undertake a more detail conceptual design, which often involves reviews by other agencies such as WSDOT. Designs are then further refined and the City Council is provided more detailed project and cost information. If the project still seems consistent with the Council's expectations, the design work transitions into specific engineering, at which point technical obstacles can be better identified and solved. Once engineering is complete and the full scope and boundaries of the project are defined, the City often needs to negotiate for and acquire right-of-way or easements from private parties. With engineering, right-of-way, and sufficient budget in hand, the City then undertakes a public bidding process, awards the contract with the Council's authorization, and begins construction.

The actual construction of the projects takes far less than the processes leading to the construction. For example, the conceptual design for the Witte Road project was adopted by the City Council in 2001, but once the bid was awarded the construction schedule was about eight months.

# Couplet finds support

**Business group pushes for extension two miles eastward**

By Megan Cooley  
Staff writer

For many Spokane Valley businesspeople, the Sprague-Appleway couplet is the enemy. Since Spokane County built the roadway in 2000, they've blamed its two one-way roads — and their lower traffic counts — for the demise of several stores.

But a group of businesspeople met Wednesday to kick off a campaign supporting the couplet and calling for its extension two miles eastward.

"It's kind of hard to find issues where people turn out in droves to support it," said John Konen, who called himself a resource person for the newly formed Finish the Job committee. "We need people to say (to the City Council), 'Hey, you're doing a great job. Continue the good work, and get the work done.'"

Konen works for Storhaug Engineering and does contract work for Spokane Valley businessman Lloyd Torgerson. Torgerson, who co-sponsored the meeting, owns property in what would be the extended Appleway corridor and likely would benefit from building the road there, Konen said after the meeting.

The county's original plan was to build the couplet to Evergreen Road. Currently, it stretches 2.7 miles, from the Interstate 90 Sprague Avenue interchange on the west end to University Road on the east end.

It would cost about \$7 million to extend the couplet. About \$5 million in federal funds for that project already have been approved and are in the Washington state Transportation Improvement Board's coffers ready for allocation. The remaining \$2 million would either need to come from the city or from the federal government again.



Steve Thompson/The Spokesman-Review

**Another drive is under way to extend the Valley couplet from University Road to Evergreen Road. This part of the proposed couplet is a dumping ground.**

During the last several months, the council and the city's staff have examined different scenarios for the roadway and have narrowed their focus to two options, both of which include extending Appleway to Evergreen. In one scenario, both sides of the couplet would be one-way roads. In the other, Appleway is a one-way eastbound road from the interchange to Evergreen and Sprague stays as it is now — a two-way road east of University and a one-way westbound road west of there.

At Wednesday's meeting, a large red sign read "Finish the Job. Extend the Appleway Couplet." Jerry Quinn, of the Quinn Group advertising agency, told the audience of about 40 not to focus on traffic direction.

"This is not an organization to even approach the one-way, two-way issues," he said. "Finishing the couplet is our only concern this morning."

Despite that, a few audience members made arguments for two-way travel.

"If you choose the (one-way) couplet option, you're asking retail business owners to give up their hard-earned dollars," said Carlos Landa,

who owns the Opportunity Shopping Center near the Pines Road and Sprague intersection.

Jack Riley, owner of the old Plantation restaurant building on Sprague, said 90 property and business owners have signed a petition that opposes a one-way Sprague.

Torgerson attempted to get the group back on track.

"This is about the efficient movement of traffic," he said.

Konen told the group to expect Spokane Valley's population to grow as newcomers fill in existing neighborhoods with houses.

"The infrastructure will need to be accommodated to keep up with that," he said.

Recent surveys, both scientific and informal, show strong community support for extending the couplet. Konen said Finish the Job will serve as a resource for other couplet proponents.

"There's a lot of letters that have to be written," he said.

The city also needs the county to transfer ownership of the Appleway right of way, which is a move the commissioners have discussed but haven't made yet. Quinn said that as the city de-

cides the couplet's fate, it also must address its sign code. Under the law now, businesses can only erect monument-style signs on Appleway. Business owners on the couplet are hesitant to make that investment not knowing the couplet's future, he said. In the meantime, they've plastered the north side of Appleway with balloons, banners and other less expensive — and often illegal — signs to remind drivers where to turn to reach their business.

"That's caused the clutter on Appleway you see now," Quinn said.

A final decision on the couplet is expected in December.

The city of Spokane Valley is forming an ad hoc committee to review its sign code. Are the current laws too strict or should the city do more to require complementary, tasteful signs? So far, several members of the sign industry have volunteered for the group, but few people from the general community have shown interest in participating. For more information or to apply to be on the committee, call (509) 688-0030.

For more information about the Finish the Job couplet extension committee, call Jerry Quinn at (509) 939-5845.



MAY 26, 2004 • VOLUME 113 No. 21

YOUR BEST SOURCE FOR LAKE CHELAN & ENT

# Improvements planned for city 'gateway'

**Chelan receives  
\$200,000 paving  
grant**

By RALPH SCHWARTZ  
Editor

Chelan will participate in a pilot program that pays for paving projects in small cities.

The state Transportation Improvement Board announced on Friday that Chelan will receive a \$200,000 grant for 2005 to pay for paving on certain streets.

The new program is intended to help cities get their paving done when major state projects are in their neighborhood. Next year, the state Department of

Transportation has scheduled overlay work for Highway 97A through Chelan.

The streets to be repaved under the grant are the two downtown blocks of Woodin Avenue, two blocks of Chelan Street behind City Hall, and Woodin Avenue from the old bridge to Highway 97A.

Dwane Van Epps, the city's public works director, said Chelan usually spends \$180,000 every year on its overlay project. He said any decision on whether to spend city money for additional paving or use that money elsewhere in light of the grant will be decided in the fall budget meetings.

The work is tentatively scheduled.

See GATEWAY on Page 2

2

## GATEWAY: Green space

Contracted from Page 1  
fence in time for Memorial Day Weekend.

The public works department will repaint benches along the perimeter of the property and add new benches. The fence will be positioned to accommodate the seating areas and some planters, Witherbee said.

Shell and the city continue to negotiate the removal of the underground gas tanks, the gas pumps and the canopy, according to the mayor.

Local service organizations are also developing plans to improve the gateway route from the highway to the old bridge. According to Rotary President Lori Rahm, that club and others are looking at ways to improve two small green spaces along that stretch - the site of the tree that honors American troops and a space above it on Third Avenue that is part of the Riverwalk Park trail system.

Mayor Jay Witherbee was excited about the grant award. "It's really a jump start to the gateway," he said. "One of our major goals is to create a gateway effect into the downtown corridor."

In that same vein, work began on Monday to continue improvements to the former Texaco gas station. Shell, the owner of the property, is paying for the installation of a six-foot cyclone

Voice of the Mid-Columbia  
Kennewick, Pasco and Richland, Washington

## Judge orders railroad work to stop

This story was published Thursday, May 27th, 2004

By Jeff St. John Herald staff writer

A judge Wednesday ordered a halt to work on a \$7.4 million railroad underpass under Columbia Center Boulevard, giving a temporary victory to nearby residents worried the project will worsen noise and vibration from passing trains.

The temporary restraining order issued by Benton County Superior Court Judge Robert Swisher only stops work until June 11. But attorneys representing nearby Crosspointe Apartments LLC then will seek to completely stop the project until the city of Kennewick does another environmental study on the effects of moving the train tracks 100 feet closer to the apartments and nearby homes.

If the judge agrees, that would stop work until at least September, which could jeopardize millions of dollars of state funding for a project that's been in the works for years, said John Ziobro, Kennewick city attorney.

"Our experts and their experts simply disagree," Ziobro said. "We haven't been able to convince them we're right, and we're not convinced they're right."

The project would move a set of Burlington Northern Santa Fe Railway Co. tracks running parallel to Clearwater Avenue about 100 feet to the north and about 30 feet underground so an overpass for Columbia Center Boulevard can be built over them.

But the plan has been opposed from the beginning by Crosspointe Apartments, which doesn't agree that the planned mitigation, including a 5-foot high berm to cut down noise, are good enough.

"Both noise and vibration will increase," said Danford Grant, an attorney with Seattle law firm Danielson Hartigan Leyh & Tollefson who is representing Crosspointe Apartments. In particular, Grant said moving the tracks 100 feet closer would double vibration from passing trains.

Bruneau Avenue homeowner Richard Hargis agreed that vibrations, which he said have cracked windows in his home, would only increase if the tracks are moved closer.

"There are a lot of houses here that are going up on sale, and a lot of it is

because of the vibration and the noise," the retired railroad worker said. While he thinks moving the tracks 30 feet underground would decrease the noise, "I think the vibration would increase."

Crosspointe's attorneys have fought the project since 2002, when Kennewick issued a mitigated determination of nonsignificance for the project, as required by the State Environmental Policy Act. The Kennewick Board of Adjustment upheld the city's determination after Crosspointe appealed it, bringing the dispute to court.

"We're asking the city to prepare an environmental impact statement so these impacts are fully discussed and fully disclosed, and perhaps most important, that all the proposed and possible alternatives are considered," Grant said.

"We needed to move quickly," since construction on the project began earlier this month, he said.

Grant wouldn't speculate on what kind of alternative mitigation would please his clients, only that the current plan isn't acceptable. Crosspointe posted a \$50,000 bond to reimburse any extra costs of delaying the project until the June 11 hearing.

That's when both sides will argue their cases on whether to halt the project until September, when a judge can hear Crosspointe's appeal of the Board of Adjustment's decision.

Ziobro said that long of a delay puts Kennewick at risk of losing a \$3.7 million grant from the state's Surface Transportation Program and a \$3.2 million grant from the state Transportation Improvement Board -- the lion's share of funding for the project.

Delay also could force Kennewick to renegotiate the \$230,000 contribution from Burlington Northern for the project, he said. The project has also received grants of \$20,000 each from the Port of Kennewick and Ben Franklin Transit and \$5,000 each from Benton County, Kennewick School District and Kennewick Irrigation District, he said.

Kennewick's argument is "That we have mitigated the noise, and that the vibration is insignificant," Ziobro said. "What's important on our end is, there's been lots of public involvement. There have been public meetings, and we've tried to keep the public informed."

And, of course, there's the benefit of not having train tracks crossing Columbia Center Boulevard, he added.

"It's going to improve traffic on a busy street. And when it's complete, it will be better for all concerned," he said.

Nearby resident Hargis agrees that the underpass would be a good thing.

"I know the cost of railroad crossings in fatalities and accidents," he said. But he and his neighbors who've opposed the project want compensation from the railroad or from Kennewick for any increased vibration damage to their homes, as well as any reduction in property values from having trains running so close by.

"We need to find an alternative," he said.





**GROUNDBREAKING** for the start of work to realign Highway 99 in the Salmon Creek area took place last week. From left are Steven Gorcester of state Transportation Improvement Board, State Rep. Tom Mielke, U.S. Rep. Brian Baird, State Sen. Don Carlson, Clark County commissioner Betty Sue Morris, and State Sen. Don Benton.

## Work starts to realign Highway 99

A groundbreaking ceremony May 27 kicked off work on the realignment of NE Highway 99 in the Salmon Creek area.

The work will widen and realign Hwy 99 onto NE 20th Ave. between NE 129th and NE 138th streets. In addition, NE 134th St. will be widened between Highway 99 and east of NE 20th Ave., and the NE 20th Ave. bridge over I-205 will be widened.

The project is the first in a series of planned improvements in the Salmon Creek area. Officials say the work will improve safety by providing better access to existing streets and business driveways.

A vacated, two-story building in the path of the new construction has been purchased by the County for \$492,000 and will be demolished.

At the groundbreaking, County commissioner Betty Sue Morris expressed pride in the County's Public Works department resulting in the "multifaceted solution and cooperation" leading up to the current plan.

"We take great pride in our public works staff," said Mor-

ris, saying she believes the County's Public Works department might be the best in the state and nation.

Morris said \$10 million of the funding needed for the realignment of Hwy 99 was acquired by U.S. Rep. Brian Baird, whom Morris called "our hero."

"It was not an option to get funding for this project," joked Baird, as he praised the cooperation of local, state and federal agencies in bringing the work to reality.

Baird said every \$1 billion spent on transportation projects creates 47,000 jobs. He said the Salmon Creek project would reduce commuting times and allow residents to spend more time with their families.

"I suggest we name this intersection after Betty Sue Morris," said Baird in praising Morris' role in the project. Morris declined.

Matt Hall, project manager for Clark County, said federal and state funds will each pay about 40 percent of the \$9.6 million construction job. County road funds will pay 18 percent, and Clark Public

Utilities will pay 4 percent for water line and conduit movements.

The new NE 20th Ave. will be wider, with sidewalks and bicycle lanes on both sides of the road, said Hall.

The project will include the widening of NE 20th Ave. bridge over I-205 to include turning lanes and bicycle lanes. Workers will install street lighting and signal and intersection improvements at NE 20th Ave. and NE 134th St.

Hall said Hwy 99 will remain open as a local access road.

Hall said future phases over several years will include relocating the Park and Ride facility, the southbound I-205 off-ramp and the northbound I-5 on-ramp. The long-range plan is to construct a diamond intersection at I-5 and NE 134th St., all of which could take several years.

Completion of the road work on the first phase of the project is expected this fall. Improvements to the NE 20th Ave. bridge are expected by spring 2005.

**Plans emerge for a people-friendly West Main St.**

By Amy M. E. Fischer

Jun 23, 2004 - 07:37:23 am PDT

In a move that could make West Main Street a pedestrian-friendly shopping destination and residential area, transportation planners are considering rerouting traffic through West Kelso.

Four years ago, experts predicted that by 2020, an average of 100,000 vehicles daily would travel Cowlitz Way and West Main Street. Now, roughly 90,000 cars use those roads every day, according to an Eastern Washington University professor who is studying the area.

After conducting numerous traffic studies over the last decade, local transportation planners have come up with a preliminary traffic rerouting concept they think would ease congestion. The plan involves connecting the Allen Street Bridge to Catlin Street, which would funnel traffic directly to the Ocean Beach Highway/Washington Way intersection, said Rosemary Siipola, transportation planner for the Southwest Washington Regional Transportation Planning Organization.

The overall cost for the plan, which includes many other smaller traffic changes such as extra turn lanes and roundabouts, would be between \$4 million and \$5 million, Siipola said. Once the city receives the \$2 million in federal funding it has applied for, Kelso would seek out money from the state's transportation improvement board.

"If we ever see funding, we can move forward on it," Siipola said.

The hope is that West Main Street, now flowing with fast traffic in two directions, would be transformed to a quieter commercial and residential area with diagonal parking and landscaping, Siipola said.

"It could a cool little area," Siipola said. "It's a golden opportunity to redevelop some really neglected areas."

Grassy medians would be installed on Catlin Street, preventing drivers from cutting through neighborhoods to escape traffic on Washington way, she said. The current heavy traffic patterns through the neighborhoods north of the fairgrounds have stifled neighborhood development, she said.

Although cars driving west on the bridge could choose to drive onto West Main Street or Catlin Street, cars driving east would have access to the bridge only via Catlin Street, which would be four lanes, according to maps Siipola provided.

Exactly where Catlin Street, which now lies at right angles to cross streets, would curve to meet the bridge has not been determined, Siipola said. If necessary, the city would buy out the restaurant and buildings just east of Burgerville to make way for the rerouting, she said.

Few business owners have a problem with the plan, Siipola said. However, those who are leasing property or want to sell are in limbo, waiting for the final word on the rerouting, said Community Development Manager Kent Anderson.

The idea meshes well with the city's developing vision for West Kelso's future. In recent months, city planners and urban planning professor Bill Kelley of Eastern Washington University have held several community workshops to learn what people want for the area.

With a goal of attracting regional visitors, Kelley and his students are drafting a long-term plan for West



Kelso. The plan includes beautifying the area with landscaping, trails and public plazas, bolstering commerce, adding apartments and condominiums and developing the riverfront. Kelley will prepare a final draft to present to the City Council this fall.

If the traffic revisions don't happen, "we should just bulldoze the entire city," Siipola said. "With this, the whole West Main area could really redevelop into something special."


[Print Page](#)

## BBCC builds a parkway to the future

*By Sebastian Moraga  
Herald staff writer*

Loop around campus to ease traffic flow, pedestrian safety

Soon, attending Big Bend Community College will be a walk in the park. Or a drive.

A parkway around campus will be built at BBCC, courtesy of joint efforts from the institution and Grant County.

The parkway, whose construction began Monday, will consist of a 1.5-mile road surrounding BBCC, starting on 32nd Street, north towards Andrews street, looping around the back side of campus on 26th street, and then hooking onto Randolph Road.

Lights will be placed all the way around the parkway, and though Chanute street will be closed, a pathway will replace it.

The \$1.5 million project was funded in two-thirds by a state grant from the Transportation Improvement Board, and one third from the county. No money from the college will be spent on the construction of the parkway said BBCC president Bill Bonaudi.

Bob Bersanti, a design construction engineer for Grant County Public Works, which is in charge of the project, said that the parkway, which has been in the minds of the department and the college for about two years, will be finished by the end of September of this year.

One of the purposes of the parkway will be to separate college from non-college traffic, Bonaudi said.

Having the parkway will be a decrease in what Bersanti called the "confrontation" between pedestrians and motorists, particularly for students coming out of class, heading to ball games, or exercising on the sidewalks, as well as a reduction on street parking.

"It will be safer, as far as that is concerned," he said.

Bonaudi said that currently, traffic on Chanute street is a problem, and the parkway will eliminate flow on that street entirely, turning it into a paved walkway.

The parking at BBCC is bound to receive a shot in the arm, given that though street parking on Chanute will be eliminated, four additional parking lots come with the construction of the parkway. Bonaudi said that no existing parking would be lost.



**CUTLINE:** Heavy machinery decorates the summery landscape at Big Bend Community College, as a parkway, which will close down Chanute street, will be finished by September, enclosing the campus on a loop that authorities hope will ease traffic flow and increase the safety of students on foot.

Calling the project "a great idea," Bonaudi said he was excited by the prospect of having the parkway, pointing out that it would add to the college concept and character of a whole campus, instead of a series of buildings.

"There is an aesthetic contribution (the parkway) makes, as well as a practical one," he said. "It will give the public direct access to the library and the ATEC center."

Students gave the upcoming project mostly favorable reviews. As expected, they did not rave about the existing and future closure of streets and pathways due to its construction. Chad Platt said he had had to adjust his time management to make up for the time spent walking.

Some other students viewed the situation from a healthy side. "It makes it harder to drive, but I have two legs," Janel Rangel said. "Besides, isn't 30 percent of Americans obese anyway?"

## **The Arlington Times**

### **172nd bids come in \$2 million over budget**

**Sen. Haugen, TRAP, others race clock to find solution**

Steve Stav

The Arlington Times

ARLINGTON — An impromptu crisis-management team averted a possible disaster June 21 when it was announced that Arlington will not have to foot the bill for a projected 30 percent increase in the cost of the 172nd Street overpass project.

"The taxpayers of Arlington will not have to pay one penny more than they've already committed to [the project]," State Senator Mary Margaret Haugen (D-10th) said June 21. The bulk of the additional cost — close to \$2 million — will be paid for by state contingency funds, she said. The city of Marysville, who had pledged \$50,000 toward the renovation project, will pay an additional sum; the exact amount has yet to be determined.

Arlington, which is co-managing the project with the Washington State Department of Transportation, had pledged \$700,000.

Haugen's statement ended five frantic days of phone calls and face-to-face lobbying by Marysville-Arlington Transportation Relief Action Plan chair Becky Foster, Arlington Mayor Margaret Larson and Arlington City Councilmembers.

When Arlington City Engineer Paul Richart and other staffers unsealed the bids on the WSDOT-estimated \$6.5 million project, the lowest bidder proved to be Shea Graham Construction of Spokane, with a bid of \$7,117,425. WSDOT had previously calculated actual construction costs to be \$5.2 million.

"I just about had a stroke when I heard the news," Foster said. "I got on the phone right away."

While Foster speed-dialed and Richart consulted with his counterparts at WSDOT, Arlington City Councilmembers and City Administrator Kristin Banfield — in Ocean Shores for a three-day Association of Washington Cities Conference — took more direct action. Coincidentally, members of the State Transportation Improvement Board and WSDOT were also attending the conference.

"We met with them face-to-face," said Councilwoman Sally Lien. "At no time did anyone consider not going forward with the project on schedule."

Until Monday morning's developments, Councilmembers were preparing for a worst-case scenario of forming a Road Improvement District to pay for half of the increased amount, with a city bond to cover the remainder.

Foster was quick to credit Haugen's efforts in averting what could have been a very difficult situation for Arlington.

"When I picked up the phone Wednesday, the response was immediate," she said. "[County Councilman] John Koster put me in touch with Senator Haugen; the whole County Council has been very supportive in trying to find a solution."

City of Arlington Engineer Paul Richart couldn't completely account for the cost discrepancy, but declared that the proposal was a "good bid," noting that the next lowest bidders were "very, very close" to Shea Graham's.

Richart said that a dramatic increase in the price of steel and concrete undoubtedly account for most of the discrepancy in the original estimate.

WSDOT is currently reviewing it's original estimate, he said, adding that the agency has yet to examine and approve of the current low bid.

Phase one of the overpass renovation — which will add a turn lane to the the congested roadway — will proceed as hoped sometime this summer, Foster said.

"This has just been a minor speed bump," Foster said. "It wasn't enough to put us in the ditch."

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## **New road will link Kent Valley to I-5**

Wednesday, June 30, 2004

By **JANE HADLEY**

SEATTLE POST-INTELLIGENCER REPORTER

Construction is under way on a new five-lane road linking the Kent Valley industrial area to Interstate 5, a project that a city engineer says should improve traffic generally in the Kent Valley.

The \$30 million project will extend and widen South 228th Street west from 54th Avenue South to Military Road South. Military Road will be widened from there south to state Route 516, the Kent-Des Moines Road, which links up with I-5.

The new road will give drivers, especially of freight trucks coming from warehouses between South 212th Street and James Street, a direct route to I-5, said Ken Langholz, Kent's engineering supervisor.

The road also will take a lot of traffic off state Route 167 and the West Valley Highway, which many people now use to get to roads that connect to I-5, he said.

A groundbreaking ceremony is being held today.

More than half the project -- \$16 million -- is being paid for through a local improvement district tax assessment on more than 2,600 parcels, including condominiums, single-family residences, warehouses and local businesses.

The warehouses belong to companies such as REI and the Boeing Co. The Green River Valley, which includes Auburn, Kent and Tukwila, has the second-largest concentration of truck distribution centers on the West Coast, according to the state Department of Transportation.

The state and the city of Kent each are putting in about \$7 million.

Because the climb up the west valley wall is so steep, contractors will cut into dirt at the top and bring about a half million cubic yards down to the bottom of the slope, Langholz said.

The city will let the dirt sit for at least a year before starting road construction in order to avoid soil settlement problems, he said.

The city has to enhance wetlands at four different sites elsewhere to compensate for the loss of wetlands from the project.

Phase 2 is a \$42 million project to build underpasses under two sets of railroad tracks. That project will reduce delays from the 60 trains that go by daily, reduce the risk of collisions and allow trains to go faster. Langholz said the city so far has raised only about \$6 million for Phase 2.

One of the major contributors will be the Freight Action Strategy program, a partnership of 12 cities, three ports, three counties and public and private organizations, which seeks to streamline the movement of freight in the Seattle-Everett-Tacoma area.

The Phase 2 project would be the partnership's 10th project. Seven have been completed.



Wednesday 7 July, 2004

## Top Stories

### Work to begin on Burdin Boulevard

By: Stephen Mercer

July 07, 2004

A complete renovation of one of the busiest streets in Grand Coulee begins next Monday.

Earlier this month, the city of Grand Coulee accepted Moses Lake-based Basin Paving's \$269,450 bid for work to Burdin Boulevard.

Work will run from Monday through August 30. Traffic delays are likely, with traffic reduced to one lane. Building access will remain open during construction.

The project is mainly funded by a \$243,000 grant from the state's Transportation Improvement Board.

The renovation will run on Burdin Boulevard from highway 174 to Second Street.

The grant will go toward fixing some drainage and runoff problems, especially near the hospital's clinic, and fix curbs. Sidewalks that are in need of repair in front of homes owned by Grant County Housing and Urban Development should also receive repair.

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The Herald - Everett, Wash. - [www.HeraldNet.com](http://www.HeraldNet.com)

Published: Thursday, July 8, 2004

## Arlington presses for more bridge money

By Lukas Velush and Scott Morris  
Herald Writers

Arlington has ponied up extra cash for a new 172nd Street NE bridge, and now it wants Marysville to do the same.

Both cities consider a wider bridge over I-5 a must, saying plans for new retail development in Smokey Point already have been restricted by poor access the current bridge offers.

Folks behind the grassroots effort to get funding for a new \$9 million bridge have been scrambling since they found out last month the lowest bid was \$2 million more than expected.

That gap has been whittled to \$375,000, in part because Arlington has agreed to increase its contribution from \$230,000 to \$700,000. The rest is coming from state and federal sources.

"If we're going to put \$700,000 in for our side of the freeway, wouldn't it be kind of nice if Marysville would chip in \$400,000 for their side of the freeway?" asked Sally Lien, an Arlington city councilwoman.

Marysville Mayor Dennis Kendall said his council will make a decision on whether to increase its contribution next week. "We think it's something that's got to get going, and it's got to get going now."

Kendall said Marysville is short on cash, but would take a look at reserves. The city also plans to find out if it can agree to pay the \$400,000, but defer payment until next year.

Sen. Mary Margaret Haugen, D-Camano Island, said she's optimistic Marysville will pitch in.

"I hope Marysville can step up to the plate on this," she said. "This is a partnership. I'm sure they'll do what's right."

In the meantime, deadlines are approaching.

The contractor needs a decision by July 30, and a pitch for more money from the state goes before the Transportation Improvement Board on July 22, so Marysville has to act quickly, said Paul Richart, Arlington's city engineer.

The state has agreed to contribute \$3 million, and Arlington is going to ask for another \$700,000.

By asking the state for more, "... we are officially saying we will find a way to put political pressure on Marysville," Richart told the Arlington City Council on Tuesday. The council voted 6-0 to direct Richart to apply for more state money.

The state Department of Transportation also increased its contribution from \$614,000 to \$1.2 million.

If final funding comes together, construction will start this summer.

The project would replace the two-lane 172nd Street NE bridge with one that is six lanes. Later, when more funding becomes available, a new cloverleaf ramp would be built, intersections would be widened and a park-and-ride would be built.

Reporter Lukas Velush: 425-339-3449 or [lvelush@heraldnet.com](mailto:lvelush@heraldnet.com).





The Herald - Everett, Wash. - [www.HeraldNet.com](http://www.HeraldNet.com)

Published: Tuesday, July 13, 2004

## Overpass funding OK'd

**Marysville officials agree to lend financial support for a new bridge at 172nd Street NE.**

By Lukas Velush  
Herald Writer

MARYSVILLE - Saying that a new, wider 172nd Street NE bridge is crucial to the city's economic growth, the City Council on Monday found a way to chip in up to \$400,000 for a much sought after bridge over I-5.

Without the financial help, construction on a \$9 million bridge that is the main access point to Smokey Point could have been delayed indefinitely.

Business leaders who last year rallied around the need for a new bridge were shocked last month when they learned that the bid for construction - which is supposed to start later this summer - came in \$2 million more than expected.

Arlington and the state Department of Transportation have committed to increasing their contributions, so with Marysville on board, all that's left is persuading the state Transportation Improvement Board to kick in an extra \$700,000.

And that's much more likely now that all of the rest of the funding has been lined up, said Paul Richart, Arlington's city engineer.

"That was a \$2 million shortfall last month," he said. "Thirty days later we've got a line on almost all of it. That tells you how critical this (bridge) is to the region."

Still, Marysville's decision didn't come easily, as council members expressed frustration about Arlington not notifying the city earlier that there was a shortfall, and that the deadline for raising the money to cover the shortfall is so short. They went as far to say their relationship with Arlington could be harmed.

The bridge would take about two years to build.

Richart said the Transportation Improvement Board will make its decision July 23. Arlington - the lead agency on the project - must tell DOT whether all the funding needed is available by July 26, when the bid would expire.

If it does, the project would be delayed for at least two months. Going out to bid again would cost another \$25,000 to \$40,000.

"We're going down to the wire," Richart said.

The bid was off so much because prices for construction material including steel and concrete have increased, DOT officials said.

Although the city is short on cash, the Marysville council found a way to get the money. Arlington won't bill the city until the end of next year or in early 2006.

"We feel that area is where the economic development is going to be," Marysville Mayor Dennis Kendall said. "We're working hard to make sure the city is going to be able to grow."

He said the city hopes that new businesses will be built in the area in the interim, raising taxes that would allow it to avoid dipping into reserves.

A second reason to pitch in, Kendall said, is Marysville expects to annex the Lakewood area west of I-5, and the main access point is 172nd Street NE.

Richart said improved access is even more crucial to Arlington, saying restrictions on growth could be put in place if the road isn't improved.

Arlington is chipping in \$700,000 for the new bridge, DOT \$2.9 million and the Transportation Improvement Board \$3 million - \$3.7 million if it approves the \$700,000 request.

The project would replace the two-lane 172nd Street NE bridge with one that is six lanes. Later, when more funding becomes available, a new cloverleaf ramp would be built, intersections would be widened and a park-and-ride would be built.

Reporter Cathy Logg contributed to this report.

Reporter Lukas Velush: 425-339-3449 or lvelush@heraldnet.com.

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## **Delayed Projects Report**

July 23, 2004

### **BACKGROUND**

Each year, TIB staff reports to the Board on projects which have not yet reached Bid Award and are delayed six months or more from the original project schedule. This year's original query produced a list of 108 delayed projects.

TIB staff has been in regular contact with the local agencies and has been apprised of the causes for the delays. Where the project delays are the result of environmental issues, changes in funding partnerships, or the public involvement process, TIB staff has assisted the local agencies to adjust the project schedule accordingly. However, for twelve projects, the delays may be indicators that the projects are not likely to proceed to construction within a reasonable time period.

### **Description of the Delayed Projects Process:**

1. July 2004 - Formal letters will be sent to local agencies asking for an explanation for the delay. If an agency does not respond to the inquiry from the Executive Director within twenty days, the project shall be placed before the Board as a candidate for cancellation.
2. August 2004 - The local agency will be notified if the Executive Director considers the reason for the delay unacceptable.
3. January 2005 - The local agency will have three months to resolve the reason for the delay. If the reason for the delay remains unresolved after three months, the project may be placed before the Board as a candidate for cancellation.

The administering agency for a project placed before the Board as a candidate for cancellation shall be requested to appear before the Board to explain the status of the project.

### **STATUS**

The following is a list of those projects that will receive a letter from the Executive Director requiring further information on the cause for the delay.

## Projects Delayed More Than Six Months From Their Original Schedule

Agency	Program	Fund Series	Project Number	Current Phase	Project Name	Months Delayed	Remaining TIB Total TIB Funds Total Project Cost
AUBURN	Urban	2002	8-1-105(030)-1	Design	3rd St SE/Cross St - S Division to Auburn Way S	30	1,256,332 1,336,000 1,670,000
BOTHELL	Urban	1999	9-P-114(003)-1	Predesign	39th Avenue Southeast Extension - 240th Street SE to 228th Street SE	55	2,192,400 2,522,400 4,204,000
ISSAQUAH	Urban	1998	9-P-108(003)-1	Predesign	Southeast Issaquah Bypass - Option 2 (Design & R/W) - I-90 Sunset I/C to South City Limits	87	885,240 1,000,000 7,730,000
KING COUNTY	Urban	2001	8-1-017(065)-1	Pending	140th Avenue SE King Co. 400197 - SE Petrovitsky Road Intersection	40	3,500,000 3,500,000 4,637,000
KING COUNTY	Urban	2001	8-1-017(066)-1	Pending	Benson Road SE (SR-515) King Co. 400698 - Carr Road Intersection	34	3,600,000 3,600,000 4,988,926
KING COUNTY	Urban	2003	8-1-017(070)-1	Design	Avondale Rd NE King Co. 100799 - 168th St NE to Woodinville Duvall Rd	14	2,028,970 2,147,458 3,579,095
KING COUNTY	Urban	2001	9-P-017(021)-2	Pending	South 272nd Street - Military Road Intersection	39	640,000 640,000 1,619,750
LYNNWOOD	Urban	1996	8-1-140(015)-1	Design	Olympic View Drive - 168th Street SW to 76th Avenue West	75	1,880,658 2,124,800 3,442,000
MARYSVILLE	Urban	1998	8-1-143(004)-1	Design	State Avenue - 116th Street NE to 136th Street NE	75	1,859,400 2,314,400 2,893,000
NEWCASTLE	Urban	2001	8-1-200(002)-1	Design	Coal Creek Pkwy, Phase 2 - SE 91st Street to SE 84th Way	30	6,524,974 7,178,000 9,280,000
SEATTLE	Urban	2002	8-1-101(147)-1	Design	South Jackson St - 12th Ave S to 14th Ave S	25	1,135,022 1,273,000 1,591,000
SEATTLE	Urban	2001	9-P-101(019)-1	Design	35th Ave NE/NE 65th St and NE 75th St - NE 55th to NE 95th to Roosevelt Wy to 35th	36	5,954,400 5,954,400 7,443,000

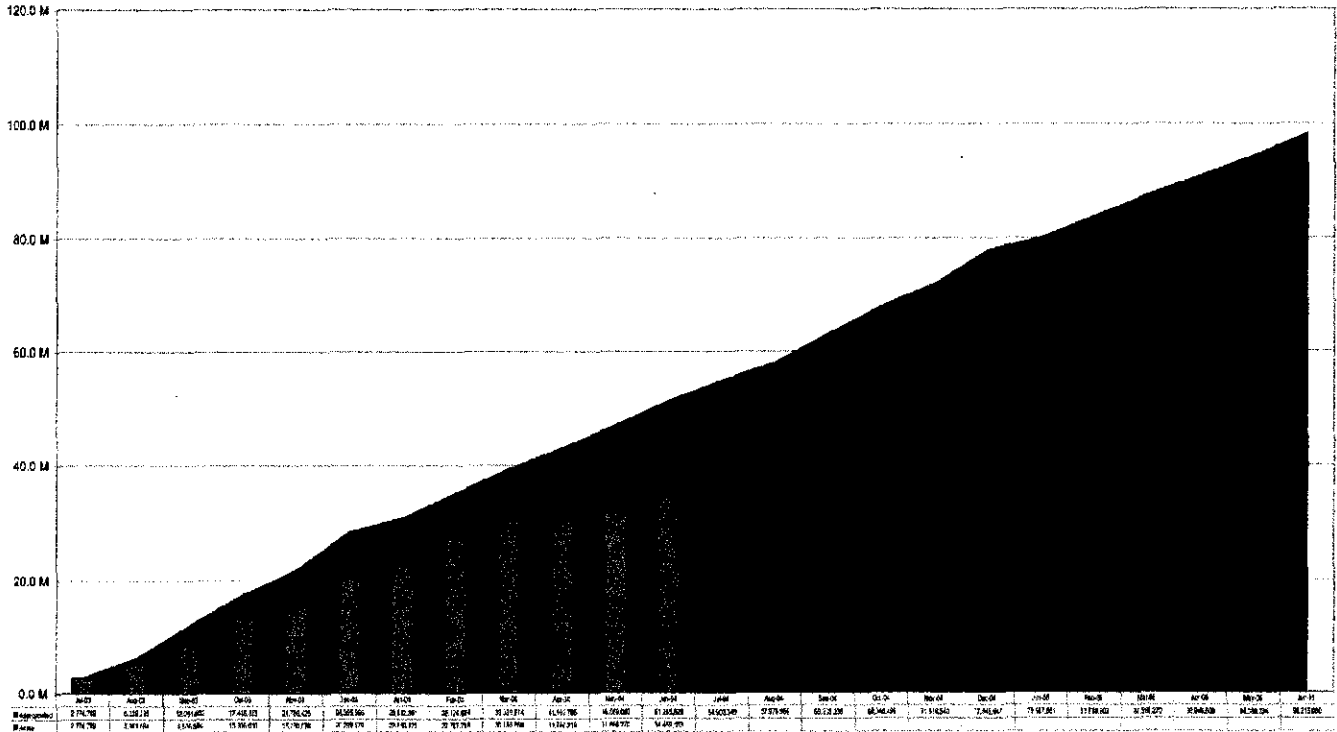
## RECOMMENDATION

The Board will be updated on the status of the delayed projects at its September 2004 meeting. No Board action is required at this time.



# Washington State Transportation Improvement Board Transportation Improvement Account (TIA)

2003-05 Transportation Improvement Account (TIA)  
Transportation Partnership Program (TPP)  
Appropriated vs. Actuals



Account	Expenditures	Appropriated	Actuals	Balance
Transportation Partnership Program	34,459,163	98,215,000	63,755,837	
<b>TIA TOTAL</b>	<b>34,459,163</b>	<b>98,215,000</b>	<b>63,755,837</b>	<b>20,741,130</b>

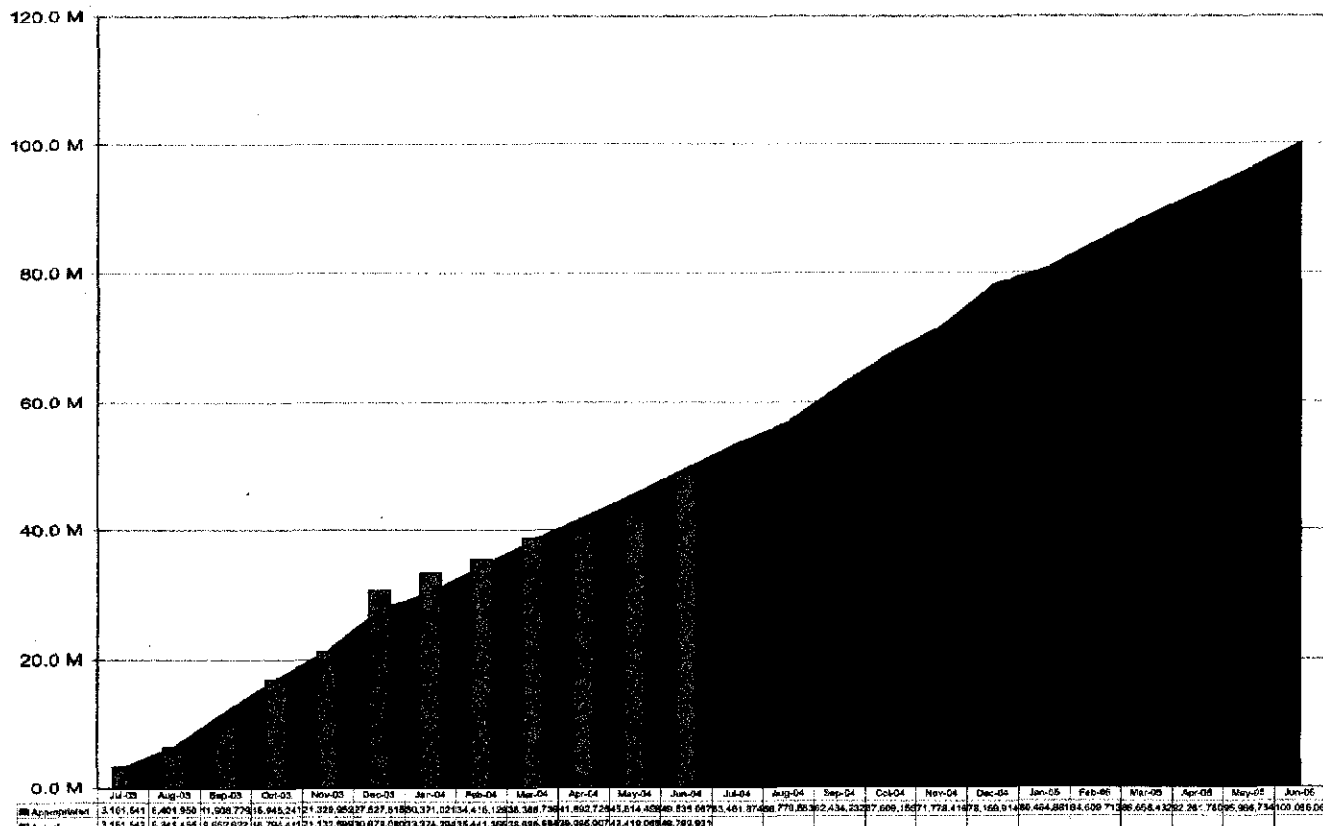
## Notes:

- TIB's 2003-05 Capital Appropriation provided \$99,215,000 for the Transportation Improvement Account.
- Ending 2001-03 Appropriation balance for the TIA is \$27,414,344
- TIA has \$13,955,000 in bond authority remaining (RCW 47.26.500)
- \$10,680,000 in bond authority is currently available for the TIA



# Washington State Transportation Improvement Board Urban Arterial Trust Account (UATA)

## 2003-05 Urban Arterial Trust Account (UATA) Appropriated vs. Actuals



Account	Exp. Budget	Appropriation	Actual (to date)	Actual (to date)
Arterial Improvement Program	36,837,695			
City Hardship Assistance program	1,448,469			
Pedestrian Safety and Mobility Prog.	1,839,891			
Small City Program	8,663,876			
<b>UATA TOTAL</b>	<b>48,789,931</b>	<b>99,201,000</b>	<b>50,411,069</b>	<b>8,965,767</b>

### Notes:

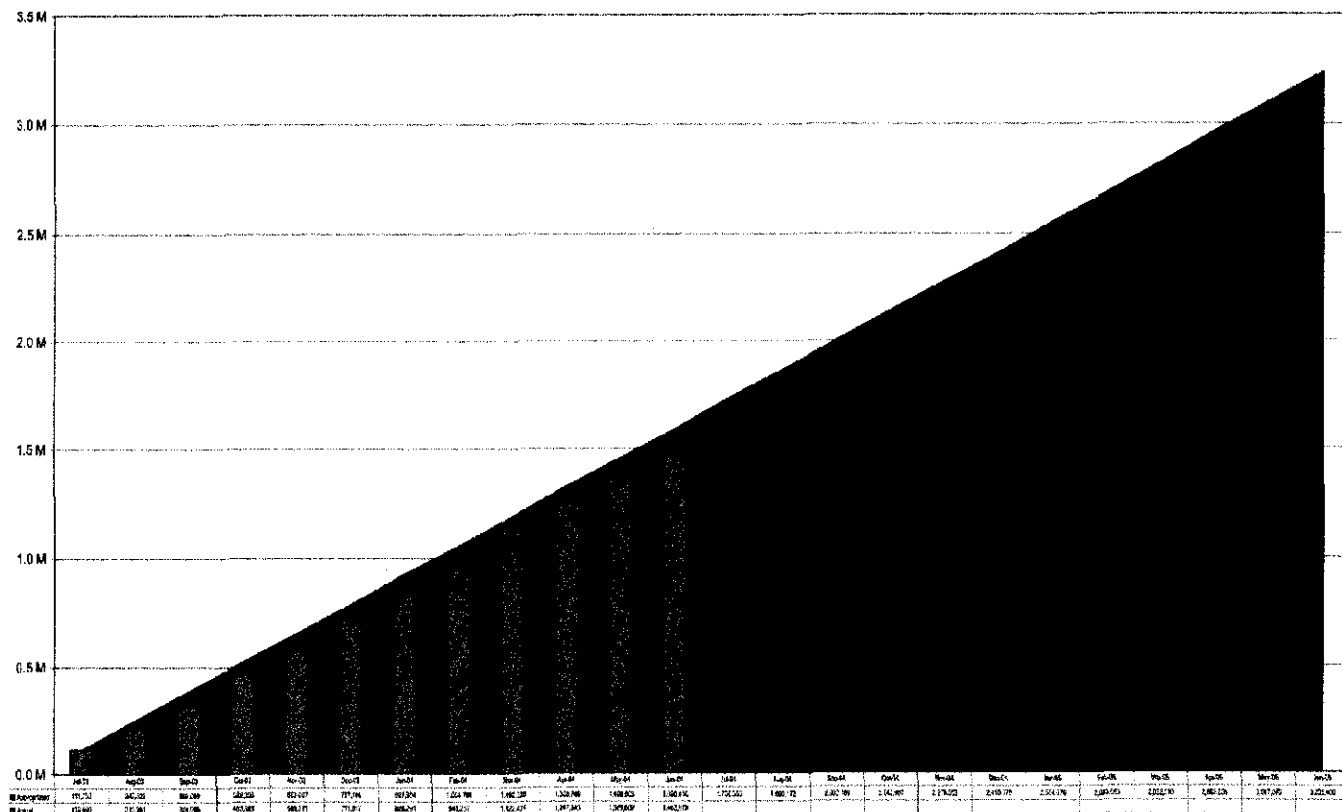
- TIB's 2003-05 Capital Appropriation provided \$99,201,000 for the Urban Arterial Trust Account.
- Ending 2001-03 Appropriation balance for the UATA is \$221,653.
- TIB's Capital Appropriation is managed using the cash method of accounting.

As of June 30, 2004



# Washington State Transportation Improvement Board Administrative Expenses

2003-05 Administrative Expenditures  
Appropriated vs. Actuals



Account	Expenditures	Appropriation	Appropriation Balance
UATA	730,895		
TIA	730,884		
<b>ADMINISTRATION</b>	<b>1,461,779</b>	<b>3,235,000</b>	<b>1,773,221</b>

A – Salary and Wages	959,156
B – Employee Benefits	177,834
E – Goods and Services	234,201
G – Travel	58,525
J – Capital Outlays	32,063
<b>ADMINISTRATION TOTAL</b>	<b>1,461,779</b>

## Notes:

- TIB's 2003-05 Operating Appropriation provided expenditure authority for 16.9 FTE's.
- Ending 2001-03 Appropriation balance for Administrative expenses was \$84,308.27.
- TIB's Operating Appropriation is managed using the accrual method of accounting.

As of June 30, 2004



# Transportation Improvement Board

## Project Actions

All TIB Funding Programs

From 05/01/2004 to 06/30/2004

Project ID	Agency Project Description	Program	Current Phase	Approved TIB Funds	Change in TIB Funds
<b>AIP Projects</b>					
<b>Actions by the Executive Director</b>					
8-2-154(012)-1	ANACORTES 12th Street (SR 20 Spur) D Avenue to M Avenue	AIP	Audit	341,744	0
8-1-105(031)-1	AUBURN West Valley Hwy SR 18 N Peasley Canyon Rd to South C/L	AIP	Audit	427,745	-143,814
8-2-156(034)-1	BELLINGHAM Lakeway Drive (Construction Only) I-5 to Lincoln St	AIP	Construction	600,000	0
8-1-113(002)-1	FEDERAL WAY 23rd Avenue South S 317th Street to S 324th Street	AIP	Contract Completion	3,734,253	0
8-1-113(005)-2	FEDERAL WAY Pac Hwy S HOV Lanes Stage II (Construction Only) South 324th St to South 340th St	AIP	Contract Completion	678,038	0
8-3-013(006)-1	GRANT COUNTY Big Bend Community College Parkway	AIP	Bid Award	919,700	0
8-1-106(025)-1	KENT Washington Ave HOV Lanes Harrison St to Green River Bridge	AIP	Audit	659,999	-1
8-1-106(027)-3	KENT Pacific Highway South (SR-99) South 252nd St to South 272nd St	AIP	Bid Award	392,704	0
8-1-199(004)-1	LAKEWOOD Steilacoom Blvd/Gravelly Lk Dr/Lakewood 800' W Gravelly Lk to Lakewood Dr	AIP	Bid Award	1,476,800	0
8-1-140(014)-1	LYNNWOOD 44th Avenue West 200th St SW to SR 524	AIP	Construction	1,831,610	0
8-1-117(004)-1	PACIFIC Ellingson Road SR 167 to Skinner Rd (C St)	AIP	Design	91,050	0





# Transportation Improvement Board

## Project Actions

All TIB Funding Programs

From 05/01/2004 to 06/30/2004

Project ID	Agency Project Description	Program	Current Phase	Approved TIB Funds	Change in TIB Funds
8-3-167(013)-1	PULLMAN Northeast Ring Road Main St (SR270) to Grimes Way	AIP	Audit	538,016	0
8-4-171(016)-1	RICHLAND Swift Boulevard Goethals Dr Intersection	AIP	Construction	240,080	0
8-1-207(001)-1	SAMMAMISH Issaquah Pine Lake Rd 234th Avenue to 231st Lane	AIP	Bid Award	815,600	0
8-1-101(138)-2	SEATTLE University District Controllers II NE 50th Street to NE Pacific Street	AIP	Audit	278,541	0
8-1-031(007)-1	SNOHOMISH COUNTY 148th St SW SR-99 to 52nd Ave W	AIP	Bid Award	1,473,455	-221,465
8-1-031(008)-1	SNOHOMISH COUNTY Marine Drive NE / NW 19th Avenue NE to 7th Drive NW	AIP	Bid Award	4,176,372	-203,462
8-1-031(011)-1	SNOHOMISH COUNTY 39th Ave Realignment (Construction Only) SR-524 Intersection	AIP	Bid Award	966,804	0
8-3-165(064)-1	SPOKANE Euclid/Frederick Avenue Haven St to Sycamore St	AIP	Audit	1,232,960	0
8-3-032(060)-1	SPOKANE COUNTY Park Road 8th Ave to Appleway Blvd	AIP	Construction	929,200	0
8-3-032(061)-2	SPOKANE COUNTY Market Street/Magnesium Road Lincoln Rd to Magnesium Rd	AIP	Construction	679,137	0

Executive Director Change Total -568,742

Actions by the Board



## Transportation Improvement Board

# Project Actions

All TIB Funding Programs

From 05/01/2004 to 06/30/2004

Project ID	Agency Project Description	Program	Current Phase	Approved TIB Funds	Change in TIB Funds
8-1-140(017)-1	LYNNWOOD 176th Street SW SR 99 to Olympic View Drive	AIP	Bid Award	114,435	-1,265,565
8-1-141(006)-1	MOUNTLAKE TERRACE 220th St SW I-5 Ramps to SR 99	AIP	Construction	169,763	-1,002,539
8-1-027(061)-1	PIERCE COUNTY Spanaway Loop Rd S Extension Vicinity of Coffee Creek to SR 7	AIP	Bid Award	0	-660,119
8-1-101(146)-1	SEATTLE 35th Ave NE/NE 65th St and NE 75th St NE 55th to NE 95th to Roosevelt Wy to 35th	AIP	Design	645,600	-5,954,400
8-3-165(076)-1	SPOKANE Freya Street Sprague Avenue to Alki Avenue	AIP	Bid Award	40,792	-292,379
8-5-184(032)-1	VANCOUVER Burton Road (2) NE 86th Avenue to NE 114th Avenue	AIP	Construction	615,535	-3,649,273
8-5-184(034)-1	VANCOUVER NE 28th Street (Burton Road 3 ) NE 114th Avenue to NE 145nd Avenue	AIP	Bid Award	209,389	-2,707,901
Board Change Total					-15,532,176
AIP Change Total					-16,100,918

### CHAP Projects

#### Actions by the Executive Director

7-5-188(006)-1	KELSO Kelso Drive Slides B & C (Old SR 5) Haussler Road to Alma Drive	CHAP	Design	85,500	381,976
Executive Director Change Total					381,976
CHAP Change Total					381,976

### PSMP Projects

#### Actions by the Executive Director



# Transportation Improvement Board *Project Actions*

All TIB Funding Programs  
From 05/01/2004 to 06/30/2004

Project ID	Agency Project Description	Program	Current Phase	Approved TIB Funds	Change in TIB Funds
P-W-830(P01)-1	BAINBRIDGE ISLAND Madison Avenue/New Brooklyn Road High School Road to Sportsman Club Road	PSMP	Bid Award	150,000	0
6-E-934(P03)-1	BINGEN Humboldt Street Sidewalk Walnut Street to Maple Street	PSMP	Contract Completion	85,423	18,418
P-P-127(P01)-1	GIG HARBOR Skansie Avenue Rosedale St to 700 Ft N of Rosedale	PSMP	Bid Award	67,855	0
P-P-141(P02)-1	MOUNTLAKE TERRACE 220th St SW 44th Ave W to 39th Ave W	PSMP	Bid Award	150,000	0
P-W-840(P02)-1	NOOKSACK W 2nd Street/ W Madison Street Columbia St (SR 544) to Nooksack Ave (SR 9)	PSMP	Design	6,000	0
P-W-195(P02)-1	OLYMPIA Morse-Merryman Road/Hoffman Road Scotch Meadows Court to Wiggins Road	PSMP	Audit	144,563	0
P-P-102(P01)-1	RENTON Benson Road S 440 Ft S of Main Ave S to South 26th St	PSMP	Construction	150,000	0
8-5-194(P08)-1	SHELTON Olympic Hwy S Pedestrian Path Fairmount Avenue to Mill Street	PSMP	Construction	100,000	0
P-E-875(P03)-1	WILBUR Main Street Brace St to West St	PSMP	Construction	100,000	0
P-W-954(P03)-1	WOODLAND 2nd, 3rd, 4th, 5th, Park and Buckeye Streets Various Locations	PSMP	Bid Award	103,707	4,561
P-W-951(P05)-1	YACOLT West Hoag Street South Railroad Avenue W to South Parcel Avenue	PSMP	Bid Award	71,429	-10,723

**Executive Director Change Total 12,256**



# Transportation Improvement Board *Project Actions*

All TIB Funding Programs  
From 05/01/2004 to 06/30/2004

Project ID	Agency Project Description	Program	Current Phase	Approved TIB Funds	Change in TIB Funds
<b>PSMP Change Total</b>					<b>12,256</b>
<b>SCP Projects</b>					
<b>Actions by the Executive Director</b>					
6-E-902(007)-1	COLVILLE North Oak Street Third Ave to Sixth Ave	SCP	Bid Award	320,957	5,757
6-E-878(103)-1	COULEE DAM Birch Street Roosevelt St to River Drive (SR 155)	SCP	Audit	20,043	-246
6-E-894(004)-1	DEER PARK H St S Colville Ave to S Main St	SCP	Audit	357,966	-33,510
6-P-811(003)-1	EATONVILLE Orchard Ave N Center St to Lynch St	SCP	Bid Award	532,371	37,041
6-E-859(001)-1	GRAND COULEE Burdin Boulevard SR 174 to Second St	SCP	Bid Award	328,811	24,431
6-P-821(001)-1	INDEX 5th Street/Index Avenue/2nd Street Avenue A to Index Avenue to Fifth Street to South C/L	SCP	Audit	64,068	-9,948
6-E-931(001)-1	KITTITAS Pierce St/Second Ave Patrick Ave to Main St	SCP	Contract Completion	329,491	10,333
6-E-850(106)-1	LEAVENWORTH US 2 Icicle Road to Riverbend Drive	SCP	Audit	10,216	696
6-E-843(001)-1	LIND E Street SR 21 (1st Street) to 7th Street	SCP	Construction	499,500	0
6-E-862(001)-1	MATTAWA Riverview/Saddle Mountain/Boundary Government to Government	SCP	Audit	287,402	-25,561



# Transportation Improvement Board *Project Actions*

All TIB Funding Programs  
From 05/01/2004 to 06/30/2004

Project ID	Agency Project Description	Program	Current Phase	Approved TIB Funds	Change in TIB Funds
6-W-962(003)-1	MOSSYROCK State Street - Phase 1 Williams Street to Court Street	SCP	Construction	500,000	0
6-W-973(003)-1	NORTH BONNEVILLE Cascade Drive Dam Access Road to Hot Springs Entrance	SCP	Audit	283,825	14,089
6-E-872(102)-1	ODESSA Alder Street Railroad Crossing	SCP	Bid Award	5,750	0
6-E-855(001)-1	REPUBLIC Clark Avenue 10th St to Klondike	SCP	Audit	499,102	55,102
6-W-832(003)-1	SKAGIT COUNTY Main St Road Improvement (Construction Only) North Dillard Ave to C St	SCP	Bid Award	500,000	0
6-E-918(101)-1	ST. JOHN Front Street (DESIGN PHASE) Jennings St to East St	SCP	Audit	9,409	-68
6-E-938(004)-1	WAITSBURG Coppei Ave/Preston Ave (SR 12) S of 9th Street to Preston Ave	SCP	Contract Completion	451,584	24,341
6-E-887(103)-1	WINTHROP Riverside Avenue & Bluff Street 500 Ft South on Riverside to Corral	SCP	Bid Award	102,926	18,416
6-W-978(005)-1	YELM Stevens Avenue First Street to 400' east of Fourth Street	SCP	Bid Award	538,833	0

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<b>Executive Director Change Total</b>	<b>120,873</b>
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## **Actions by the Board**

6-E-848(N05)-1	CHELAN Woodin and Chelan Avenues Sanders to Webster and Sanders to Columbia	SCP	Design	20,000	200,000
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<b>Board Change Total</b>	<b>200,000</b>
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## Transportation Improvement Board

# Project Actions

All TIB Funding Programs

From 05/01/2004 to 06/30/2004

Project ID	Agency Project Description	Program	Current Phase	Approved TIB Funds	Change in TIB Funds
SCP Change Total					333,129
TPP Projects					
Actions by the Executive Director					
9-P-103(007)-1	BELLEVUE 148th Avenue SE SE 24th St to SE 28th St	TPP	Bid Award	1,244,361	-155,639
9-P-125(001)-1	BURIEN Maplewild Avenue SW 29th Avenue SW to 33rd Avenue SW	TPP	Bid Award	383,536	0
9-W-006(022)-1	CLARK COUNTY NE 162nd Avenue ( Construction Only) NE 39th Street to NE Ward Road	TPP	Bid Award	3,143,190	-361,810
9-E-173(011)-1	KENNEWICK Creekstone Drive and Kellogg Street Kellogg to Union	TPP	Bid Award	1,068,485	0
9-E-173(012)-1	KENNEWICK West 19th Avenue Union St to Ely St	TPP	Bid Award	740,483	-226,537
9-P-106(008)-4	KENT South 228th St Grade & Fill	TPP	Bid Award	722,128	-200,192
9-W-195(003)-1	OLYMPIA Mud Bay Road Cooper Point Rd to Yauger Way	TPP	Contract Completion	1,349,222	-203,701
9-E-167(004)-1	PULLMAN North Fairway Drive Coliseum Parking Lot to Terre View	TPP	Construction	1,472,000	0
9-P-102(011)-1	RENTON Rainier Avenue S S/SW 7th St to S 4th Pl	TPP	Design	399,000	0
9-P-121(006)-1	SEATAC International Blvd-Phase 4 South 200th Street to South 216th Street	TPP	Bid Award	6,328,750	0



**Transportation Improvement Board**  
**Project Actions**  
 All TIB Funding Programs  
 From 05/01/2004 to 06/30/2004

Project ID	Agency Project Description	Program	Current Phase	Approved TIB Funds	Change in TIB Funds
9-P-101(010)-1	SEATTLE Lake City Way (SR 522) I-5 to NE 145th Street	TPP	Construction	2,200,000	0
9-P-101(011)-1	SEATTLE Alaskan Way Surface Street Improvements Royal Brougham Way to So. Atlantic St.	TPP	Construction	5,070,000	0
9-P-031(007)-1	SNOHOMISH COUNTY 88th Street NE, Stage 1 I-5 to B N RR Crossing	TPP	Contract Completion	2,007,325	-165,262
9-E-032(015)-1	SPOKANE COUNTY Valley Couplet Project 2 University Road to Evergreen Road	TPP	Design	1,020,900	0
9-W-184(010)-3	VANCOUVER SE 192nd Avenue Corridor (Stage 3) SE 41st Street to SR 14 Intersection	TPP	Construction	7,380,000	0
9-W-184(011)-1	VANCOUVER NE 138th Avenue 18th St to 28th St	TPP	Design	330,000	0
9-W-184(012)-1	VANCOUVER Mill Plain Boulevard 172nd Ave to 192nd Ave	TPP	Bid Award	2,011,080	-688,920
9-W-960(101)-1	WESTPORT SR 105 Spur Enhancement Forrest to Westhaven	TPP	Audit	31,874	0
9-E-039(007)-2	YAKIMA Washington Avenue (Construction Only) S 40th to S 52nd	TPP	Bid Award	1,273,559	0

**Executive Director Change Total -2,002,061**

**Actions by the Board**

9-P-140(004)-1	LYNNWOOD 176th St SW SR 99 to Olympic View Drive	TPP	Bid Award	1,265,565	1,265,565
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## Transportation Improvement Board

# Project Actions

All TIB Funding Programs

From 05/01/2004 to 06/30/2004

Project ID	Agency Project Description	Program	Current Phase	Approved TIB Funds	Change in TIB Funds
9-P-141(001)-1	MOUNTLAKE TERRACE 220th St SW I-5 Ramps to SR 99	TPP	Bid Award	1,002,539	1,002,539
9-P-027(015)-1	PIERCE COUNTY Spanaway Loop Road South Extension Vicinity of Coffee Creek to 176th St South/SR 7	TPP	Bid Award	660,119	660,119
9-P-101(019)-1	SEATTLE 35th Ave NE/NE 65th St and NE 75th St NE 55th to NE 95th to Roosevelt Wy to 35th	TPP	Design	25,200	5,954,400
9-E-165(015)-1	SPOKANE Freya Street Sprague Avenue to Alki Avenue	TPP	Bid Award	292,379	292,379
9-W-184(013)-1	VANCOUVER Burton Road (2) NE 86th Avenue to NE 114th Avenue	TPP	Construction	3,649,273	3,649,273
9-W-184(014)-1	VANCOUVER NE 28th Street (Burton Road 3) NE 114th Avenue to NE 145th Avenue	TPP	Bid Award	2,707,901	2,707,901
Board Change Total					15,532,176
TPP Change Total					13,863,244
Total Change					-1,855,698



# Sidewalk Deviation Request Staff Review Arterial Improvement Program (AIP)

Board Meeting **Date:** July 23, 2004

<b>REGION</b>	Southwest	<b>FUNDING YEAR</b>	FY 2003
<b>LEAD AGENCY</b>	City of Lacey	<b>PROPOSED BID AWARD</b>	8/15/2004
<b>PROJECT NUMBER</b>	8-5-197(022)-1	<b>PROJECT LENGTH</b>	0.75 miles
<b>PROJECT NAME</b>	Yelm Highway (ROW & Construction Only) College Street to Ruddell Road	<b>AADT</b>	30,502
		<b>FUNCT CLASS</b>	Principal
		<b>VE STUDY</b>	Completed
<b>CURRENT PHASE</b>	<b>Design Phase approved on January 25, 2002</b>		

Phase	TIB Funds	Local Funds	Total Cost
<b>DESIGN</b>			
Funds to be approved for Design	0	0	0
Funds to be approved for Right of Way	150,000	500,000	650,000
<b>CONSTRUCTION</b>			
Funds estimated for Construction	1,920,000	880,000	2,800,000
<b>TOTAL</b>	2,070,000	1,380,000	3,450,000

<b>NONELIGIBLE COST</b>	0	<b>TIB REIMBURSEMENT RATIO</b>	60.0%
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<b>LOCAL MATCH</b>	LACEY \$880,000; WSDOT \$0; Triway Enterprises \$500,000 for a total of \$1,380,000
<b>EXISTING FACILITIES</b>	The existing two lane roadway has failing pavement and a high volume of traffic. The roadway section consists of hazards within the clear zone, inadequate lighting, limited accommodations for non-motorized travel, and poor stormwater facilities.
<b>PROJECT BENEFITS</b>	<ul style="list-style-type: none"> <li>Completes a gap in safety improvements on a key regional arterial linking South Thurston County to I-5 and the state Capital</li> <li>Increases capacity and controls access</li> <li>Improves safety for vehicles and non-motorized travelers</li> </ul>
<b>PROPOSED WORK</b>	The proposed improvement will include the construction of four 11-foot travel lanes and an 11-foot two way left turn lane with intermediate medians. The project includes 5-foot bicycle lanes and 6-foot minimum width sidewalks on both sides with provisions for a pedestrian easement on a frontage road. The project also includes storm drainage, illumination and landscaping.
<b>DISCUSSION</b>	<p>The City requests a sidewalk deviation to utilize a pedestrian easement, in lieu of a sidewalk, along areas of the project where the ROW is constrained on the south side of Yelm Highway. The approximate length of the project affected is 1,058 feet.</p> <p>The VE study recommended two alternatives: add a combined bike/pedestrian lane for the entire length of 58<sup>th</sup> Ave SE; or move Yelm</p>

Highway northerly to add a sidewalk on the south side in the right of way. After discussing the options with the Homeowners Association, the City determined that the pedestrian easement in the constrained areas was the optimum solution.

Justification for the deviation is detailed below:

- Cost effective – No additional ROW needed (approximately \$680,000 savings)
- Least intrusive – Existing infrastructure to be utilized
- Continuous pedestrian access provided– Pedestrian mobility and safety not jeopardized
- Public acceptance – Residents/Home owners directly affected by this decision fully support the continued easement useage

**STAFF  
RECOMMENDATION**

Staff recommends approval of a sidewalk deviation to allow the use of a pedestrian easement in lieu of a sidewalk along the south side of Yelm Highway where the ROW is constrained.

**BOARD ACTION**

- Motion to approve deviation to utilize a pedestrian easement in lieu of a sidewalk along the south side of Yelm Highway where the ROW is constrained.



*Shaping  
our community  
together*

**CITY OF LACEY**

POST OFFICE BOX 3400  
LACEY, WA 98509-3400

**RECEIVED**

**JUN 28 2004**

**TIB**

**CITY COUNCIL**

**VIRGIL CLARKSON**

*Mayor*

**NANCY J. PETERSON**

*Deputy Mayor*

**ANN BURGMAN**

**JOHN DARBY**

**MARY DEAN**

**THOMAS L. NELSON**

**GRAEME SACKRISON**

**CITY MANAGER**

**GREG J. CUOIO**

June 25, 2004

Mr. Stevan Gorcester  
Transportation Improvement Board  
P.O. Box 40901  
Olympia, WA 98504-0901

**SUBJECT: Request for Sidewalk Deviation  
TIB Project No. 8-5-197(022)-1  
Yelm Highway (ROW & Construction Only)**

Dear Mr. Gorcester:

The Transportation Improvement Board has played a critical role in the City of Lacey's roadway improvement projects. Projects such as the Marvin Road Interchange and the One-Way Couplet have drastically improved mobility, multi-modal connectivity, and safety – benefits that certainly could not be realized without the support from the TIB.

The TIB selected the Yelm Highway Improvement project for funding. This project will increase capacity, provide continuous bike and pedestrian access through the area, and improve storm drainage. In accordance with TIB design standards for urban projects, sidewalks are required on both sides of Yelm Highway. However, the City believes that continuous concrete sidewalk on the south side of Yelm Highway cannot be reasonably constructed and requests a deviation in providing sidewalk on both sides of the roadway. For the majority of the project and, as stated in the grant funding application, concrete sidewalks will be constructed. However, pedestrians will need to utilize a pedestrian easement at each end of 58<sup>th</sup> Avenue SE where the existing right of way is constrained.

The sidewalk requirement within constrained right of way areas was carefully considered during design. The Value Engineering Study recommended two alternatives: add a combined bike/pedestrian lane for the entire length of 58<sup>th</sup> Avenue SE and move Yelm Highway northerly to add a sidewalk on the south side in the right of way. After studying the recommendations and discussing options with the affected Homeowners Association, the City determined that the pedestrian easement in the constrained areas was the optimal solution. Pedestrians have been using 58<sup>th</sup> Avenue SE as a walkway for many years with no history of complaints to the City. The easement will provide a safe pedestrian corridor while capitalizing on existing infrastructure and formalizing the current use.



### **Project Sidewalk Plan**

The project proposal will provide continuous pedestrian access on both sides of Yelm Highway from College Street to Ruddell Road.

#### *North Side*

The majority of the existing sidewalk will be retained and new sidewalk will be constructed in the right of way for the remaining sections between College Street and Ruddell Road.

#### *South Side*

The proposed centerline alignment for Yelm Highway must shift to match into the existing roadway at both ends of the project. A private frontage road (58<sup>th</sup> Avenue SE), owned by the Capitol City Golf Club, runs parallel to Yelm Highway. This road functions similar to an alley in that it only serves those houses which front Yelm Highway and is not a through street. To provide for the full improvements, there are two separate sections at each end of 58<sup>th</sup> Avenue that are severely constrained. In these areas, 58<sup>th</sup> Avenue dead-ends and serves no more than 9 homes. As such, the City is proposing a 6-foot wide pedestrian easement on 58<sup>th</sup> Avenue in these areas.

The existing sidewalk from Titleist Lane to Ruddell Road will remain in place. The pedestrian walkway easement and a new sidewalk are proposed to be added from Titleist Lane to College Street. Upon completion of the proposed project, 58<sup>th</sup> Avenue will be separated from Yelm Highway by approximately 2 - 4 feet horizontally and several feet vertically on the east end (will require a small retaining wall). In addition, Puget Sound Energy has high voltage transmission poles which fall within this same 2 - 4 feet.

Constrained Areas on South Side of Yelm Highway

<u>From</u>	<u>To</u>	<u>Length</u>	<u>Homes Accessing</u>
177' east of College Street	Sarazen Street SE (private)	680'	9
Armour Drive SE (private)	Titleist Lane SE (private)	378'	5

### **Alternatives to a Pedestrian Easement**

A pedestrian easement is the most cost effective and least intrusive plan to provide continuous pedestrian access on the south side of Yelm Highway. The City evaluated several options in the design phase and diligently worked with the homeowners association to develop the proposed solution.

The following options could provide sufficient room to add a sidewalk through the constrained areas.

#### *Eliminate Frontage Road*

If the frontage road is eliminated in the constrained areas, the 14 single family homes will have direct access to Yelm Highway. As a principal arterial on the National Highway System with an average daily volume of approximately 24,000 vehicles per

day, this would create an unsafe situation and would not provide the buffer the homeowners desired.

#### *Move the Frontage Road South*

Moving the frontage road south would adversely affect property since driveways and yards for residences along the road would be impacted. Right of way requirements would increase in terms of the number of parcels, time, and cost (approximately \$680,000). Negotiations would expand to include the affected 14 homeowners. Costs would increase to include compensation for the property take, decrease in property value, construction, and restoration. An added complication is that the current right of way line is also the City limit line, and these residents are located in unincorporated Thurston County.

#### *Move the Roadway North*

A sidewalk could be placed on the south side in the existing right of way if the entire roadway is moved north. This option is by far the most cost intensive. Not only would the existing (and proposed to remain) roadway improvements at each end be removed, the tapers to tie into the existing road would expand past the current limits of the project and significant right of way costs would be incurred. Both of the signalized intersections at each end of the project would have to be designed and reconstructed to match the new roadway alignment.

#### **Zoning**

The areas immediately adjacent to the north side of Yelm Highway are classified as *Community Commercial District* and *Low Density Residential*. The areas immediately south of Yelm Highway are classified as *Low Density* and *Moderate Density Residential* zones. Additionally, two village centers will be developed in the vicinity of the project, Summer Walk to the north and Horizon Pointe to the south.

#### **Pedestrian Generators**

##### Along Yelm Highway

Little Prairie Center  
Capitol City Golf Club

##### Pass-Through

Rainier Vista Park  
Corporate Center  
South Sound High  
Lakes Elementary  
Timberline High  
Thornbury Park  
William A. Bush Park  
Chehalis Western Trailhead

##### Adjacent to Yelm Highway

Rainier Commercial Park  
Thornbury Crossing

Sidewalk connectivity between pedestrian generators and destinations is generally complete. The only areas without sidewalks are the east side of College Street south of Yelm Highway and the gaps in the project area. The completion of continuous pedestrian access on both sides of Yelm Highway will significantly improve pedestrian mobility in and through the project area.

#### **Pedestrian Safety**

Pedestrian safety was a primary concern in the decision to pursue a pedestrian easement. A 6-foot wide pedestrian easement on a 17- to 19-foot wide road allows enough room for pedestrians and vehicles to safely share the pavement. Vehicles travel at slow speeds and existing speed bumps help control speed. The road has low

traffic volumes as it serves only 9 residences on the west end and 5 on the east end. Pedestrian easement areas will also be physically separated from traffic on Yelm Highway by a wrought iron fence with cmu pilasters and landscaping.

**Public Acceptance**

The City engaged with the residents that live along the frontage road through the Capitol City Golf Club Homeowners Association (HOA). Since several residents requested that the project include screening of the frontage road from Yelm Highway, the City presented options to the HOA that provided both pedestrian access and screening within the constrained right of way. The HOA board selected a fence type and sidewalk locations and approved the plan for pedestrian easements. This proposal for pedestrian easements on the frontage road is consistent with the objectives of the HOA.

The City fully intends to provide continuous pedestrian access along the entire length of the south side of Yelm Highway. However, a deviation is requested to use a pedestrian easement instead of a sidewalk in areas where the right-of-way is constrained.

Thank you for your consideration of this request. I look forward to the City's continued partnership with the TIB. Please direct questions to Roger Schoessel, City Engineer, at (360) 438-2648.

Sincerely,

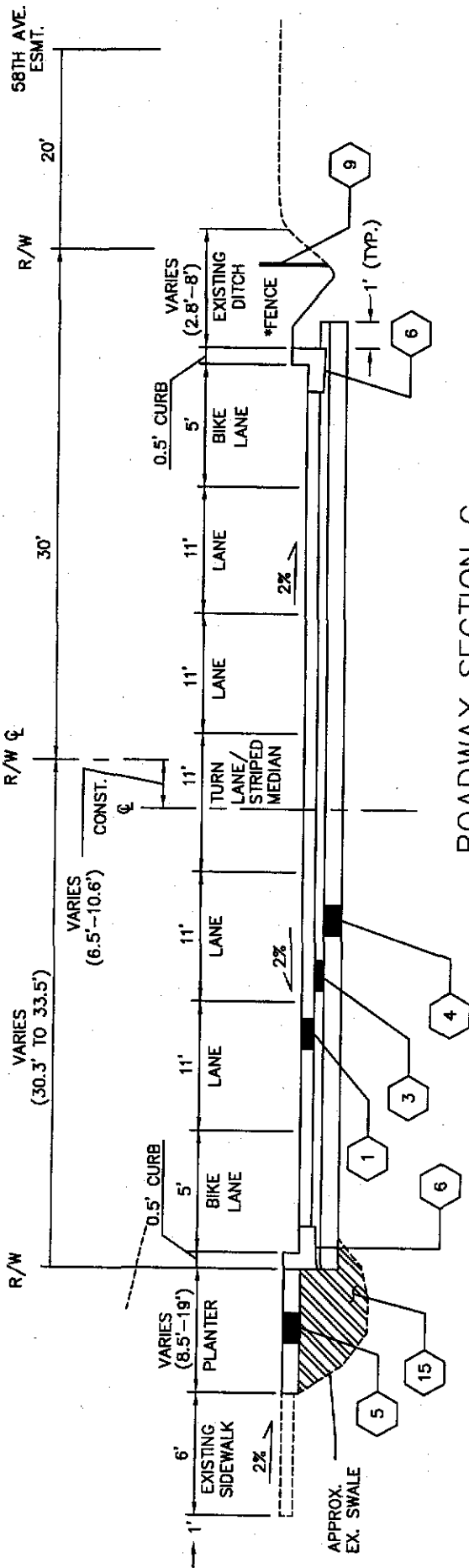


Dennis E. Ritter, P.E.  
Public Works Director

DER/asm

Attachment: Map of Pedestrian Generators

cc: File PW 2001-21 D.2  
Read File



# ROADWAY SECTION C

YELM HIGHWAY  
STA. 15+39 TO STA. 21+83

N.T.S.

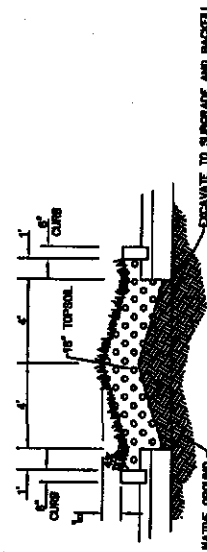
\*STA. 15+79 TO STA. 20+22

## SURFACING LEGEND

- 1 ASPHALT CONCRETE PAVEMENT CL. 'X' - 0.35' COMPACTED DEPTH
- 2 CRUSHED SURFACING TOP COURSE (C.S.T.C.) - 0.05' COMPACTED DEPTH
- 3 CRUSHED SURFACING TOP COURSE (C.S.T.C.) - 0.17' COMPACTED DEPTH
- 4 CRUSHED SURFACING BASE COURSE (C.S.B.C.)/PULVERIZED ASPHALT - 0.07' COMPACTED DEPTH
- 5 TOPSOIL TYPE 'X' - 0.5' COMPACTED DEPTH (SEE TYPICAL PLANTER DETAIL)
- 6 COARSE CONCRETE CURB AND GUTTER - TYPE 1
- 7 COARSE CONCRETE SIDEWALK - 0.35' THICKNESS, SEE CITY OF LAKES DETAIL 4-4.
- 8 MODULAR BLOCK RETAINING WALL
- 9 BLACK WROUGHT IRON FENCE, SEE LANDSCAPING PLANS
- 10 LANDSCAPED MEDIAN
- 11 MOUNTABLE COARSE CONCRETE TRAFFIC CURB PER WSDOT STD. PLAN F-1.
- 12 ASPHALT CONCRETE PAVEMENT CL. 'X' - 0.35' COMPACTED DEPTH
- 13 CRUSHED SURFACING BASE COURSE (C.S.B.C.)/PULVERIZED ASPHALT - 0.07' COMPACTED DEPTH
- 14 ASPHALT CONCRETE PAVEMENT CL. 'X' - 0.17' COMPACTED DEPTH
- 15 BACKFILL EX. SWALE WITH SUITABLE NATIVE MATERIAL IN 6" MAXIMUM LIFTS AND COMPACTED TO 90% OF MAXIMUM DENSITY TO BOTTOM OF C.S.B.C./TOPSOIL
- 16 TOPSOIL TYPE 'X' - 1.5' COMPACTED DEPTH (SEE TYPICAL MEDIAN DETAIL)



PLANTER DETAIL  
N.T.S.



TYPICAL MEDIAN DETAIL  
N.T.S.

# Sidewalk Deviation Request Staff Review Arterial Improvement Program (AIP)

**Board Meeting Date:** July 23, 2004

<b>REGION</b>	Puget Sound	<b>FUNDING YEAR</b>	FY 2004
<b>LEAD AGENCY</b>	City of Sumner	<b>PROPOSED BID AWARD</b>	3/15/2005
<b>PROJECT NUMBER</b>	8-1-131(005)-1	<b>PROJECT LENGTH</b>	0.42 miles
<b>PROJECT NAME</b>	West Valley Hwy/Valley Ave E 1000' of West Valley Hwy and 1200' of Valley Ave E	<b>AADT</b>	7,550
		<b>FUNCT CLASS</b>	Principal
		<b>VE STUDY</b>	Completed
<b>CURRENT PHASE</b>	<b>Design Phase approved on February 05, 2003</b>		

Phase	TIB Funds	Local Funds	Total Cost
<b>DESIGN</b>			
Funds approved for Design	162,000	18,000	180,000
Funds approved for Right of Way	112,500	12,500	125,000
<b>CONSTRUCTION</b>			
Funds estimated for Construction	1,588,640	176,515	1,765,155
<b>TOTAL</b>	1,863,140	207,015	2,070,155

<b>NONELIGIBLE COST</b>	0	<b>TIB REIMBURSEMENT RATIO</b>	90.0%
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<b>LOCAL MATCH</b>	SUMNER \$207,015; WSDOT \$0 for a total of \$207,015
<b>EXISTING FACILITIES</b>	Two travel lanes in poor condition exist with no pedestrian or bicycle facilities. An unsignalized at-grade railroad crossing and the roadway geometrics cause vehicles to queue on the tracks at peak times.
<b>PROJECT BENEFITS</b>	<ul style="list-style-type: none"> <li>Improved safety at a high volume multimodal location</li> <li>Increased pedestrian safety throughout the project limits</li> </ul>
<b>PROPOSED WORK</b>	New traffic signals to be installed on either side of tracks will be interconnected with the railroad signal. The roadway will be reconstructed and widened to include two travel lanes, a two way left turn lane, bicycle lanes, and sidewalks on both sides.
<b>DISCUSSION</b>	<p>The City requests a sidewalk deviation to install a sidewalk on one side of West Valley Highway along the south and east sides. The approximate length of the project affected is 1,250 feet.</p> <p>The Peer Review team recommended providing a sidewalk on the south and east side of West Valley Highway to fill the gap in the pedestrian access. The team agreed with the City's intention of a sidewalk deviation as presented on the north and west side of West Valley Highway.</p> <p>Justification for the deviation is detailed below:</p> <ul style="list-style-type: none"> <li>There are no pedestrian generators/destinations on the north and west sides of West Valley Highway</li> <li>The SR 167 bridge abutments and the West Valley Highway geometrics impair visibility and jeopardize pedestrian safety along</li> </ul>



the north and west sides of West Valley Highway

- Additional ROW along the limited access facility (SR 167) and the railroad would be required, putting the project over budget (the sidewalk construction w/o ROW costs included is \$111,000)

**STAFF  
RECOMMENDATION**

Staff recommends approval of a sidewalk deviation to install a sidewalk on one side of West Valley Highway along the south and east sides.

**BOARD ACTION**

Motion to approve a deviation to install a sidewalk on one side of West Valley Highway along the south and east sides.



CITY HALL

1104 Maple Street, Sumner, Washington 98390-1423  
(253).863.8300, FAX 253.863.2850, www.ci.sumner.wa.us

**Sidewalk Deviation Request for  
Valley Avenue East Project**

**City of Sumner CIP 02-04, TIB Project # 8-1-131(005)-1**

This is a request from the City of Sumner to the Transportation Improvement Board for a sidewalk deviation on the Valley Avenue East Project, TIB Project # 8-1-131(005)-1. The City is requesting a deviation on the portion of the project on West Valley Highway from Sumner Heights Drive to the State Route 167 overpass, approximately 1,200 linear feet. Refer to Exhibit A for vicinity map and Exhibit "B" for general location.

The Valley Avenue East project consists of a new mid-block pedestrian signal, 8-foot sidewalks on both sides, two 5-foot bike lanes, and a center turn lane on Valley Avenue East; two 5-foot bike lanes, pedestrian crossing, and new traffic signal at the Union Pacific Railroad at grade crossing; and two 5-foot bike lanes, center turn lane and 6-foot sidewalk (south/west side only) on West Valley Highway. The City is requesting a deviation to install sidewalk on only one side of the road of the West Valley Highway portion of this project. See Exhibits C, D, and E for photos of the West Valley Highway.

The City of Sumner responds to the "items that must be considered in evaluating deviation" from the TIB sidewalk deviation request guidelines are as follows:

- *Zoning in the project area, both now and projected (planning studies?).*

See Exhibit F, Zoning Map. Valley Avenue East is zoned general commercial from the west city limits to the Bridge Street bridge.

Zoning on the east side of West Valley is zoned light industrial and the south end is zoned general commercial. Recent development has occurred north of the State Route 167 overpass. The first 400,000-square-foot warehouse and distribution facility is complete and an additional 100 acres are being prepared for development.

The west side of West Valley is within the City of Edgewood's city limits. Current zoning is residential. This land fronting on West Valley Highway does not allow for development due to the steep slope (see Exhibit G, Contour Map).

There are no known plans to change the future zoning. SR 167 is expected to remain in place for the distant future. Edgewood does not plan on rezoning the project in the near future.

- *Five (5) foot minimum unrestricted width: less width requires a deviation.*

All sidewalks have a greater than 5-foot unrestricted width.

- *Connectivity between pedestrian generators and destination (identify).*

Connectivity between pedestrian generators and destinations is adequately provided with sidewalk on the south and east sides of West Valley Highway and bike lanes on both sides of the street. See Exhibit H for road cross section.

- *Pedestrian safety.*

Placing the sidewalk on the north and east sides of West Valley Highway would decrease pedestrian safety. The SR 167 bridge abutments to the west of the project do not provide safe pedestrian access along the north side of Sumner Heights Road (see Exhibit I, picture of SR 167 bridge abutment). Providing sidewalks at this location will direct pedestrians towards an unsafe situation at the SR 167 bridge abutment.

Without the deviation, on the north end of the project on the west side of West Valley Highway we would be constructing a dead-end sidewalk. The recently constructed portion of West Valley Highway to the north has a sidewalk on the east side only. The deviation would allow this project to match the existing road section (see Exhibit J, picture of West Valley Highway north of the project). There are no pedestrian generators/destinations on the north and west sides of West Valley Highway; therefore, there is no need for pedestrians to travel on that side of the street. Placing sidewalks at this location will decrease safety by attracting pedestrians to a location that does not have sidewalks, and there are no plans in the future to install sidewalks.

- *Environmental concerns (if any) limiting R/W width.*

The existing ditch along the north side is being upgraded for use as water quality treatment. The addition of a sidewalk would require an enclosed drainage system and loss of the proposed water quality treatment system. In order to provide a water quality system, additional right-of-way from WSDOT and UPRR would be required.

- *Public acceptance/resistance to R/W takes.*

The addition of a sidewalk would require additional right-of-way from WSDOT and UPRR as described above. The City of Sumner is having difficulty securing the right-of-way required from UPRR in other parts of the project. There is concern that WSDOT would not give up the required right-of-way to construct the sidewalk and the water quality system.

- *Limited access facility (such as highway I/C, ramps)?*

SR 167, a limited access highway, borders the north and west sides of West Valley Highway at the location we are requesting the sidewalk deviation.

- *Current Board policy is sidewalks on both sides for urban projects, one side for small cities, anything less requires a deviation.*

The City of Sumner is requesting a deviation to install sidewalk only on one side of West Valley Highway.

- *When looking at generators/destinations for pedestrians, consider the following:*
  - *Along route:* There are no pedestrian generators/destinations along the route, the north and west sides of West Valley Highway, where the sidewalk deviation is being requested.
  - *Beyond project termini, pass through:* The industrial area to the northeast may generate a few pedestrians that would travel to the commercial area to the south. The proposed sidewalk on the south and east sides will accommodate the pedestrians that would be generated from the industrial area. The commercial area to the south along Valley Avenue East would generally not generate pedestrians that would travel to the industrial area to the north. The proposed sidewalk on the south and east sides will accommodate the pedestrians that may inadvertently be generated from the commercial area.
  - *Adjacent to route:* There are no adjacent pedestrian routes in the vicinity of the area where the deviation is being requested.

See Exhibit D, Zoning Map.

- *No obstruction in sidewalk limits; requires a deviation for placing features inside limits such as poles, fire hydrants, etc.*

There are no obstructions in the sidewalk limits.

- *Sidewalks must conform to ADA requirements.*

All sidewalks will conform to the ADA requirements.

- *Cost to construct sidewalk without desired deviation.*

The cost to construct a sidewalk without the desired deviation would be approximately \$111,000, not including additional right-of-way costs (see attached cost estimate, Exhibit K). This added cost would put the project over budget.

The City of Sumner requests that the TIB board grant a sidewalk deviation and allow sidewalk on only one side (south and east side) of West Valley Highway. The City believes this is in the best interest of the community and the project. Connectivity is adequately provided with bike lanes and a sidewalk on one side. Pedestrian safety would be decreased by installing a sidewalk on the north and west sides of West Valley Highway. The proposed road section, with a sidewalk on one side, matches the recently constructed section on West Valley Highway to the north. The project can be constructed within budget if the deviation is granted.

Thank you for your consideration in this sidewalk deviation. If you have comments or questions, feel free to contact me at 253.891.3308 or [miked@ci.sumner.wa.us](mailto:miked@ci.sumner.wa.us).

Mike Dahlem, P.E.  
City Engineer



City of Sumner

# West Valley Hwy & Valley Ave East Improvements

## EXHIBIT "B"

### LEGEND:

West Valley Hwy (recently completed)

Road

Sidewalk

Landscape Strip

Summer City Limits

Proposed Sidewalk

Deviation Area

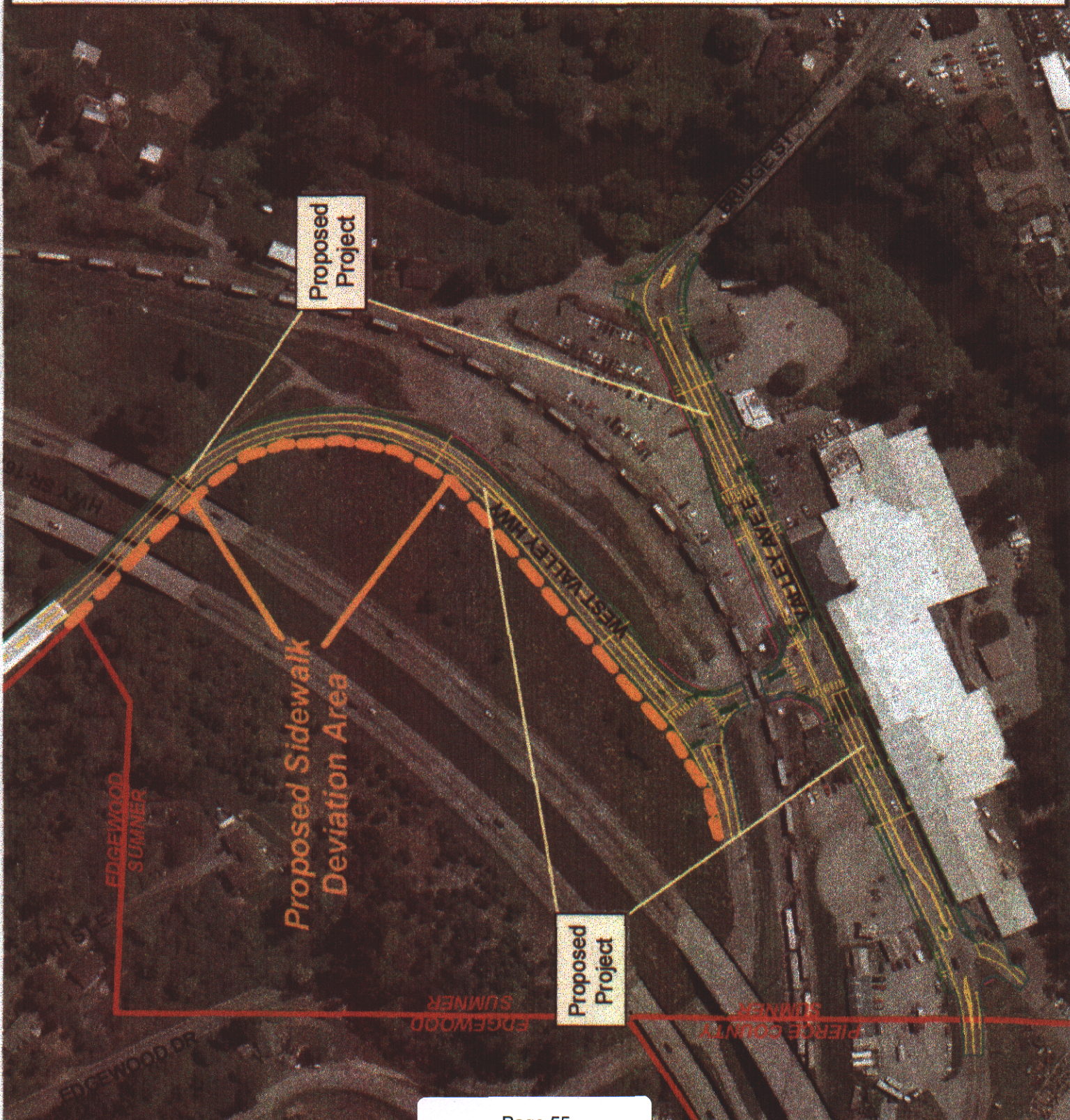
Scale:

1" = 200'

Photo Date:

04-02

0 50 100 Feet





# Bid Award Increase Request Staff Review Transportation Partnership Program (TPP)

**Board Meeting Date:** July 23, 2004

<b>REGION</b>	Puget Sound	<b>FUNDING YEAR</b>	FY 2005
<b>LEAD AGENCY</b>	City of Arlington	<b>PROJECT LENGTH</b>	0.30 miles
<b>PROJECT NUMBER</b>	9-P-817(003)-1	<b>FUNCT CLASS</b>	Collector
<b>PROJECT NAME</b>	172nd Street (SR 531) 28th Dr NE to Smokey Pt Dr	<b>AADT</b>	33,000
		<b>VE STUDY</b>	Completed
		<b>BID AWARD TARGET</b>	Jul 2004

<b>Phase</b>		<b>TIB Funds</b>	<b>Total Cost</b>
<b>DESIGN</b>	Funds approved for Design	259,175	552,602
	Funds approved for Right of Way	0	0
<b>CONSTRUCTION</b>	Funds approved for Construction	2,733,825	6,193,897
<b>BID AWARD</b>	Funds to be approved for Bid Award	700,000	2,378,215
	<b>TOTALS</b>	3,693,000	9,124,714
<b>NONELIGIBLE COST</b>		<b>TIB REIMBURSEMENT RATIO</b>	40.5%

**LOCAL MATCH**      Arlington \$725,414; WSDOT \$1,214,000; Snohomish County \$100,000; City of Marysville \$400,000; Federal Funding \$2,982,300; Tulalip Tribes \$10,000 for a total of \$5,431,714

**EXISTING FACILITIES**      This I-5 interchange contains a highly congested two lane overpass.

**PROJECT BENEFITS**      • Improves safety  
                                      • Increases capacity  
                                      • Supports growth

**PROPOSED WORK**      The project replaces the existing two-lane bridge with a new six-lane structure. Other features include sidewalks, bike lanes, stormwater collection and treatment systems, new ramp terminal signals and illumination.

**DISCUSSION**      The city requests an increase in TPP Funds as shown below.

Phase	TIB Funds	Total Cost
Project Selection	2,993,000	6,530,499
Design	2,993,000    0.0%	6,530,499    0.0%
Construction	2,993,000    0.0%	6,746,499    3.3%
Bid Award	3,693,000    23.4%	9,124,714    39.7%
Change	700,000	2,594,215
	23.4% Increase	39.7% Increase

The engineer's estimate was \$1.85M below the low bid. Design engineering costs are \$136,000 higher, and construction engineering \$228,000 higher than reported at construction approval.

WSDOT has determined that there is no abnormality in the bids, as all five bidders are consistently high in pile related items, which accounts for \$1.3M of the difference. Other bid items contributing to the high cost include mobilization, structure excavation, and superstructure. WSDOT advises that re-advertisement of the project will not likely result in lower bids.

The city has requested an increase of \$700,000 in TIB funds. WSDOT has increased their participation by \$600,000, and the City of Marysville by \$350,000.

**STAFF RECOMMENDATION** Staff recommends approval of an increase in TIB funds in the amount of \$700,000.

**BOARD ACTION** Motion to approve an increase in TIB funds in the amount of \$700,000.



**City Of Arlington Development Services**  
**Engineering Division**  
**Memorandum**

**TO:** Mike Polodna, TIB  
**FROM:** Paul A. Richart, City Engineer  
**CC:**  
**DATE:** July 7, 2004  
**SUBJECT:** 172<sup>nd</sup> St Overpass

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As you are aware bids for 172<sup>nd</sup> Ave Overpass project were opened on June 16<sup>th</sup>. The low bid received was almost \$2 million higher than the engineers estimate. Review by WSDOT has shown that their estimate for this project was low by approximately \$1.3 million due to underestimation of the cost of the pilings required for the project. The remainder of the difference is attributed to the increased cost of fuel, concrete and steel.

As shown in the attached spreadsheet, the various funding partners have increased their share. The city would like to respectfully request a \$700,000 increase in the grant from the Transportation Improvement Board. The balance of the \$2 million plus will be covered by the other funding partners. On July 6, the Arlington City Council supported the request to the TIB, the revised funding plan as outlined and committed to finding the balance of the \$375,000 still outstanding.



## Marysville/Arlington TRAP Coalition

c/o 3405 - 172<sup>nd</sup> St. NE  
Arlington, WA 98223

July 13, 2004

Washington State Transportation  
Improvement Board  
505 Union Avenue SE, Suite 501  
P.O. Box 40901  
Olympia, WA 98504-0901

RE: TIB Project No. 9-P-817(003)-1  
172nd Street (SR 531)

Dear Board Members:

The Marysville-Arlington Transportation Relief Action Plan (TRAP) coalition is a broad-based alliance of government, business, and property owner interests with a common goal. Our mission is to improve the transportation network in and around the Snokey Point area, which will enable future economic development and job growth, preserve and enhance existing businesses, and improve the public safety and livability of our communities.

On behalf of the TRAP coalition, we thank the Board for your prior approval of this project. The cooperative spirit shown by the Board, the Washington State Department of Transportation (WSDOT), our Congressional delegation, the Cities of Arlington and Marysville, Snohomish County, the Tulalip Tribes, and landowners on this project has been extremely heartening to our group.

As the Board is aware, funding for the project seemed to be in order until the bid opening. At that time, it was discovered that the project was nearly \$1.8 million underfunded. After investigating, it appears that the error was a function of the engineering estimates failing to adequately consider the soil conditions on the site. Additional piling work on the bridge site needed for seismic stability will require substantially greater pile strength, adding nearly \$1.3 million to the project, and the current critical conditions in steel and asphalt prices make up the balance of the funding deficit.

Once again, we are encouraged by the cooperative response to this project. In the limited time available, WSDOT has committed an additional \$600,000 to the project. We strongly request that the Board support a supplemental appropriation of \$700,000 for this project to help supply the difference. Local sources, such as the Cities of Arlington and Marysville, will be found to make up the approximately \$375,000 balance of the increased costs.

Transportation Improvement Board  
July 13, 2004  
Page 2

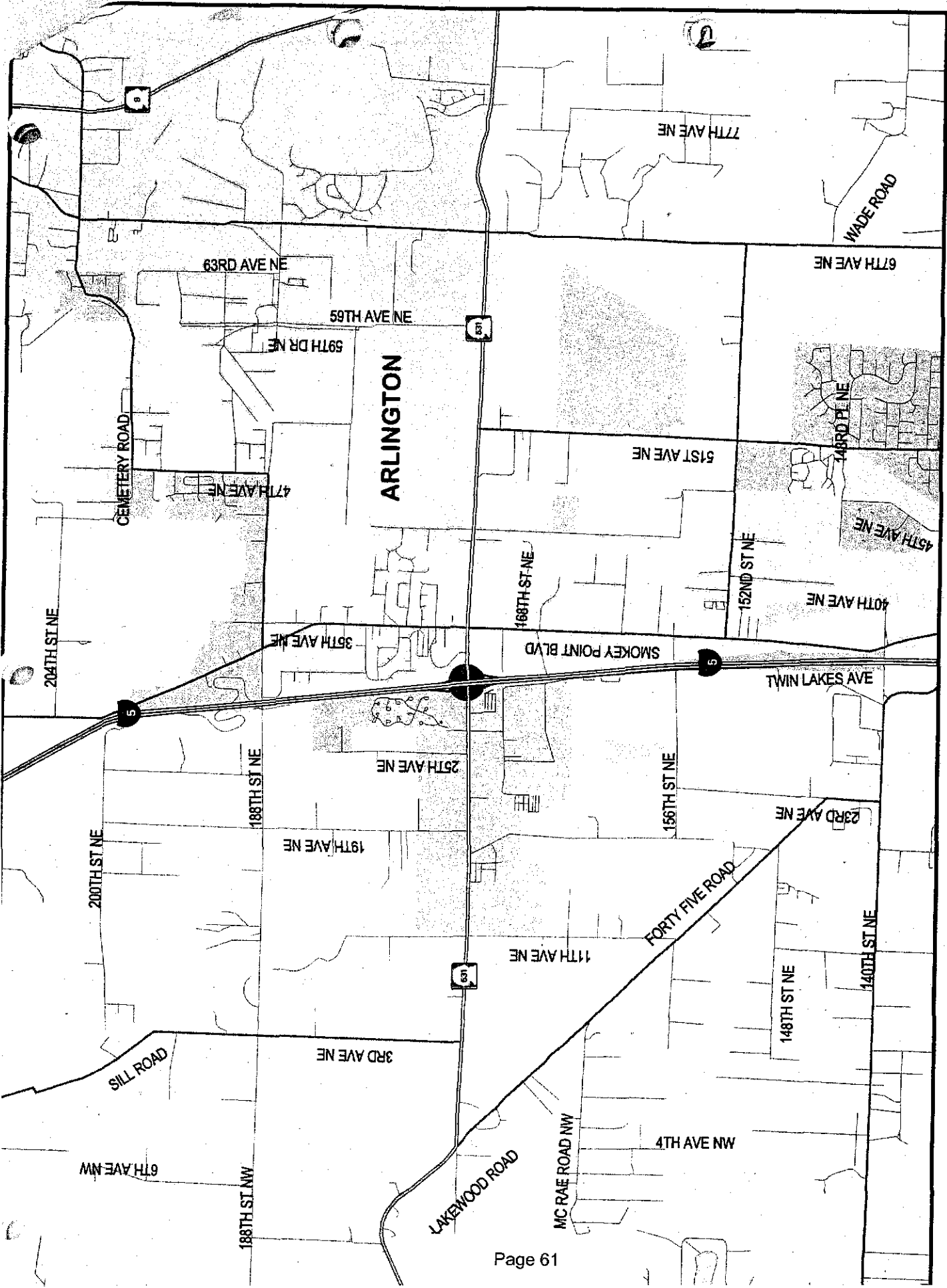
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We appreciate the assistance and solutions oriented approach provided by the Transportation Improvement Board to date and look forward to productively working together for solutions to our region's transportation needs.

MARYSVILLE/ARLINGTON TRAP COALITION

By: 

Becky Foster, Co-Chair



**Vicinity Map**  
**172nd Street NE Interchange (SR 531 at I-5)**



## **PRELIMINARY FINDINGS**

### **Trent Avenue (SR-290) Route Jurisdiction Transfer Request**

**July 23, 2004**

#### **I. PURPOSE**

To determine if the designation of Trent Avenue (SR-290) from SR-2/395 (Division Street) to SR 290/290 Spur (Hamilton Street) as a state route is appropriate in accordance with the state highway designation criteria in RCW 47.17.001.

#### **II. RECOMMENDATION**

After reviewing the criteria in RCW 47.17.001, the supporting data and the public input, the TIB recommends that the jurisdiction of the section of SR-290 known as Trent Avenue from SR-2/295 (at Division Street) to SR-290 (at Hamilton Street) be transferred from the Washington State Department of Transportation to the City of Spokane.

#### **III. BACKGROUND**

The 1991 Legislature designated the Transportation Improvement Board (TIB) to review requests from cities, counties or the state for route jurisdiction transfers and to provide a recommendation to the House and Senate Transportation Committees by November 15 of each year for any recommended transfers.

The Board adopted WAC Rules for the administration of the Route Jurisdiction Transfer (RJT) process. The rules provide solicitation of public testimony relative to a specific jurisdiction transfer request if the TIB finds it necessary. WAC Rules 479-210-200 (criteria for urban highway routes), and 479-210-250 (interpretation and application of criteria to specific routes) describe minimum criteria that must be met to be eligible for state route designation.

Based on the criteria established under RCW 47.17.001, the City of Spokane requested that the jurisdiction of SR 290 (Trent Avenue) be transferred from the Washington State Department of Transportation to the City of Spokane. The City states that in the past 30 years, the area served by the route has changed from a manufacturing and warehousing district to a college campus setting adjacent to the central business district. Washington State University and Eastern Washington University share the Riverpoint Campus on the north side of the route, and Gonzaga University is located just north of the route.

The Chairman of the TIB appointed the Board to act as an ad-hoc "committee of the whole" to review the transfer request at the regular Board meeting held in Chelan on May 21, 2004.

The TIB mailed notices of the transfer request to all abutting property owners, the City of Spokane, Spokane County, Spokane Transit Authority, Spokane Regional Transportation Council, and area legislators on April 7, 2004. The letter requested comments be submitted to TIB no later than May 7, 2004. As no comments were submitted, a public meeting on the proposal was not scheduled.

A letter dated March 31, 2004 from Mr. Keith A. Metcalf, Acting Regional Administrator for the WSDOT Eastern Region, stated that WSDOT is in support of the transfer request. In addition, WSDOT will complete the replacement of the Spokane River Bridge on SR 290 west of Hamilton Street, and will construct the maintenance overlay scheduled for 2005 along the route of the proposed transfer.

#### **IV. DISCUSSION**

**WAC 479-210-200 Criteria for urban highway routes.** In considering whether to make additions, deletions, or other changes to the state highway system, the legislature is guided by criteria in RCW 47.17.001. The local agencies, department of transportation, and the board will use these same criteria to assess the merits of any proposed changes to the state highway system. An urban highway route that meets any of the following criteria should be designated as part of the state highway system:

The following items formed the basis of the TIB final findings:

➤ **WAC 479-210-200(4)**

*Is a principal arterial that is a connecting link between two state highways and serves regionally oriented through traffic in urbanized areas with a population of fifty thousand or greater, or is a spur that serves regionally oriented traffic in urbanized areas.*

Trent Avenue (SR 290) is a principal arterial providing a connection between the easterly segment of SR 290 and SR2/395 at Division Street. However, a connection also exists at Hamilton Street, where the SR 290 Spur connects with I-90 Exit 282 via the Keefe Bridge.

➤ **Further interpretation is provided by WAC 479-210-250(1)**

*For any route wholly within one or more contiguous jurisdictions which would be proposed for transfer to the state highway system under these criteria, if local officials prefer, responsibility will remain at the local level.*

The portion of SR 290 requested for transfer lies entirely within the City of Spokane, and the City prefers that responsibility be held at the local level.

#### **V. AGENCY COMMENTS**

The City of Spokane proposed the transfer of jurisdiction from WSDOT to the City of Spokane because, in their assessment, the criteria listed in RCW 47.17.001 permits the transfer. WSDOT supports this transfer because they also believe the criteria can be met without state jurisdiction. No other comments have been received on the proposed transfer.

#### **VI. PRELIMINARY FINDINGS**

The Transportation Improvement Board's preliminary findings are that the City of Spokane's request to transfer responsibility for the portion of SR 290 (Trent Avenue) between SR 2/395 at Division Street and SR 290 at Hamilton Street from the Washington State Department of Transportation to the City of Spokane is consistent with the intent of RCW 47.17.001 and WAC 479-210.



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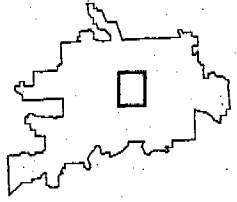


Trent Ave. (SR 290)  
from  
Division St. to Hamilton St.



Scale: 1 in. = 600 ft.  
March 3, 2004

Vicinity Map





## **TIB 2005 Proposed Meeting Schedule**

July 23, 2004

<b>DATE</b>	<b>CITY</b>
January 27-28	Bremerton
March 24-25	Lacey
May 19-20*	Walla Walla
July 28-29	Spokane
September 22-23	Yakima
November 17-18**	Vancouver

\*Meeting date moved to THIRD Thursday & Friday of month due to Memorial Day weekend.

\*\*Meeting date moved to THIRD Thursday & Friday of month due to Thanksgiving.